

MARTELL'S BRANDIES.

ONE STAR
V. O.TWO STAR
V. S. O.THREE STAR
V. S. O. P.BOTTLED IN COGNAC
AND GUARANTEED
PURE GRAPE BRANDYBY
MARTELL & CO.

SOLE AGENTS

GANDE, PRICE
& CO., LTD.,WINE & SPIRIT
MERCHANTS,8, QUEEN'S ROAD CENTRAL,
HONGKONG.

Tel. C. No. 135.

PRESCRIPTIONS

When the Doctor prescribes he expects the Druggist to fill the prescription with Pure Drugs. The quality of our Drugs, Medicines and Toilet Goods is not surpassed. Have the Doctor's Prescription filled here and the result will be satisfactory.

THE PHARMACY,

THE BID BUILDING (OPPOSITE ICE HOUSE ST.)

YE OLDE PRINTERIE
LIMITED.

(SUCCESSORS TO PRINTING DEPT. HONGKONG PRINTING PRESS)

19, WYNDHAM STREET.

COMMERCIAL PRINTERS
AND BOOKBINDERS.PRINTING AND ACCOUNT BOOK MAKING OF EVERY
DESCRIPTION DONE WITH ACCURACY AND PROMPTNESS.ALL WORK DONE UNDER THE PERSONAL SUPERVISION
OF THE MANAGER.

V. C. LABRUM.

Phone 3797.

FOOK WENG & CO.

The Astor House Building, 19, Queen's Road Central, Hongkong
MANUFACTURERS

Swatow Drawn-thread-work and Canton Embroideries.
Dealers in all kinds of Ivory Ware, Pekin Cloisonne, Lacquer, Brass and Swatow
Pewter.
Mandarin Costumes, Shawls, Scarfs, Laces and Ladies' Underwear a Special Feature.

Wholesale and Retail.

PRICES MODERATE. INSPECTION INVITED.

NEW BLUE FUNNEL LINER
LAUNCH OF THE "SARPEDON."

The launch of the *Sarpedon*, the first of a new class of passenger liners with which it is intended to maintain a monthly service to the Straits, China, and Japan, at present building for Messrs. Alfred Holt & Co., took place on February 2nd at the south yard of Messrs. Cammell, Laird and Co., Ltd., at Birkenhead. The launching ceremony was performed by Mrs. Richard D. Holt, wife of one of the principals in the firm of owners.

The new vessel is of the well-deck type with one funnel, the raking stem adopted by the line and elliptical stern. She is 217 ft. 6 in. by 32 ft. moulded breadth, and 39 ft. depth and a load displacement of over 10,000 tons. A carrying capacity of 11,000 tons. A cellular double bottom runs fore and aft, and nine watertight bulkheads extend to the upper deck. A fire-resisting bulkhead is built between the upper and lower castles, and one between the centre-castle and boat deck. There are six cargo holds, No. 5 hold and No. 3 main and lower 'tween-decks being insulated for carrying refrigerated cargoes. Fourteen stow winches, six electric winches and 14 pitch pine and 10 steel tubular derricks (including one for lifting 20 tons) are provided for working cargo. Electric winches are also available for operating the lifeboats, which comprise accommodation for all persons on board. A powerful steam windlass for working the anchors and cables is fitted on the fore-castle deck. Three sets of steam-driven dynamos supply the various electrical appliances and for lighting the ship. A petrol engine-driven emergency dynamo is fitted astern of the engine casing on the upper deck for supplying current for lighting, pumping, and radiotelegraphy in case of emergency. The wireless telegraphy office is on the boat deck, and an adjoining cabin is for the accommodation of two wireless operators.

Accommodation is arranged for 155 first-class passengers (only one class being carried) on the promenade and centre-castle decks in 1, 2 and 3 berth rooms; officers are on the boat deck, the engineers and stewards on the upper decks amidships, with firemen and seamen in the poop. The first-class dining saloon, across the full breadth of the ship, is at the forward end of the centre castle. The lounge, smoke-room and verandah café are on the promenade deck, where large promenade space is also provided. A large children's play-room is provided on the centre-castle deck. A hospital is fitted up in a house at the after-end of the boat deck, and is arranged for males and females independently. The decorative work and furnishings throughout will be carried out in substantial and tasteful style, all being designed to give the greatest comfort for passengers. Efficient natural ventilation is provided throughout, and passengers' lavatories, galley and upper deck passengers are ventilated by motor-driven fans.

The vessel will be propelled by twin-screws actuated by single reduction geared turbines of the Brown-Curtis impulse type, capable of developing 8,000 shaft horse-power. Special regard has been paid to the attainment of quick and effective manoeuvring of the vessel, the turbines being capable, when going astern, of developing 85 per cent. of the service ahead. Mitchell thrust blocks are fitted both to the turbines and to the main shafts. The turbines are supplied with steam at 220 lb. pressure per square inch by three large double-ended cylindrical boilers, worked under Hooper's system of Kirgins, and the hull have been prepared under the supervision of Mr. G. W. Barr, Messrs. Alfred Holt & Co.'s naval architect, and those for the machinery under the supervision of Mr. Sterry B. Freeman, the company's superintendent engineer.

SUCCESS TO THE "SARPEDON."

Mr. W. L. HICKENS, who presided at the luncheon, proposed the toast: "Success to the *Sarpedon*." He congratulated Messrs. Holt & Co. on the successful character of the launch. After presenting Mr. Holt with a piece of Georgian silver plate as a souvenir of the occasion, Mr. Hickens remarked that though they had been near neighbours for the past twenty years, the *Sarpedon* was the first vessel they had built for Holt's. Now that the ice had been broken he sincerely hoped that it would never be allowed to thicken again. The firm of Messrs. Alfred Holt & Co., who started in 1855, was one of the great institutions of this country. Mr. Alfred Holt began the firm with one second-hand ship. To-day they had 84 ships with a total register of 800,000 tons. At the present rate of progression it would not be long before they reached one million tons. They owed their position to the efficiency, the business instinct, and the capacity for organisation which had always been their characteristic from the very start. The name by which they were known, "The Blue-Funnel Line," was an indication of their careful management and efficiency. When they got the second-hand ship with which they started they found a certain amount of cargo on board, a certain number of muskets, a certain number of bibles and a certain amount of blue paint. They did not waste the blue paint, but put it upon their funnels, which had been painted blue ever since. They were delighted to get the *Sarpedon* to build, not merely because they were able at long last to establish a connection at which they had made "blue's eyes" for a long time, but also because work was slack at present. He would not do Messrs. Holt the injustice of saying that they placed that order with them for purely philanthropic reasons, but at that time they could hardly have rendered a greater service to Messrs. Holt.

Mrs. Holt said she felt that so much kindness had been shown to her that she really could not stay quiet without saying "thank you" herself. No ship had ever been launched which took the water more beautifully than did the *Sarpedon*. She thanked Messrs. Cammell, Laird & Co. for asking her to be there that day.

Mr. RICHARD D. HOLT, on behalf of his firm, thanked the company most heartily for the very kind way in which they had received the toast: "Success to the *Sarpedon*." Speed and safety characterised the launch. Those were exactly the characteristics they like to find in a steamer. He was glad to think that his firm and that of Messrs. Cammell Laird had been able to make that first step in a business connection, and he hoped that acquaintance would continue a good long time. That was the fourth *Sarpedon* they had had in the history of their company. The first two vessels of that name were about 2,000 tons register, the third was 4,000 tons, and the vessel they had launched that day was over 11,000 tons. His own impression was that they were going to have very big ships indeed trading from Liverpool—all the big ships, in fact, except those of very abnormal dimensions, and he was not sure that those ships, from the business point of view, were a very profitable business. The new vessel marked somewhat of a new departure from what they had been doing in the past with regard to the China trade. With the three ships they would have within the next twelve months they hoped to have something like a monthly passenger service to China. He never believed there was any money in carrying European passengers to the East, but the unfortunate people had to get to their destination somehow or other. (Laughter.) He would much rather carry the merchandise than the merchant, yet he was bound to recognise that if the merchant did not get to his destination there would not be any merchandise. It must have been a very long time since any ship was built in Birkenhead which was intended to trade from Birkenhead. The *Sarpedon* was not going to stray off to some far-distant port. She was going to be fitted with about 1,200 tons of refrigerated space in which they hoped to bring nice fresh eggs from China. (Laughter.) They had a steamer at present discharging in Liverpool thirteen and a quarter millions of fresh eggs. They were going to make their ships pay, and in order to do that they had to have plenty of cargo and open ports. As regards shipbuilding they had got to get the cost stabilised. It was now about half what it was two or three years ago, but it was still about twice what it was before the war. They had got to make up their minds what was going to be the permanent basis in future of the price of ships, and when that was settled the public had to decide that the freight and the passenger rates they would pay would be stabilised also. Another question was whether shipbuilders were going to have pre-war prices for their ships, and whether those who worked in the shipyards were going to have pre-war wages. Besides that, they had got to make up their minds whether the public outside would supply the goods needed at pre-war prices. They could not have half-measures. The same standard would have to be accepted in relation to pre-war prices for all classes of work, whether they were going to fix the cost of work at the pre-war standard or double the pre-war standard. (Hear, hear.)

Mr. Lawrence D. Holt submitted "Prosperity to Messrs. Cammell, Laird & Co., and Mr. R. S. Johnson, managing director, Messrs. Cammell, Laird & Co., responded.

A HOLT MOTOR SHIP.

Mr. A. B. GOWAN, managing director of Messrs. Palmers Shipbuilding and Iron Co., Ltd., speaking on the occasion of the launch of the motor vessel *Medon* for the Ocean Steamship Co., Ltd., Messrs. Alfred Holt & Co., of Liverpool, referred to the fact that Diesel engines of the Fullagar type are to be built at Jarrow. He said that the *Medon* was only one of three vessels built at Messrs. Holt's. They were having launched for them that day, which spoke much for their business enterprise, and they all sincerely hoped they would reap the reward which was due to them for it. It had been a great thing for Messrs. Holt to build these ships during a time of such depression, and it would have been much to their interests to have postponed their construction, but they had had some consideration for the prevailing conditions, and they had carried through their contracts with courage which did them honour.

THE VESSEL.

The *Medon* is a steel screw motor cargo vessel, of which the principal dimensions are: Length, 423 ft.; breadth, 52 ft. 3 in.; depth to upper deck, 32 ft. The vessel will carry about 8,000 tons deadweight, and is of the two-deck type, having poop, bridge and forecastle, and is being built to the special survey of the British Corporation. The vessel has in all five cargo holds, one of which is available for carrying liquid cargo, and built pillars and side girders are fitted for giving long clear holds. Special attention has been given to the lifting arrangements for rapid handling of cargo. A separate house for wireless telegraphy is fitted up complete on the bridge deck. The cellular double bottom all fore and aft is fitted for the carriage of either water ballast or oil fuel.

The vessel is to be propelled by a single screw, driven by an 8-cylinder, 4-stroke cycle single-acting Diesel engine of the Burmeister and Wain type. Three sets of auxiliary Diesel engines are fitted of the 4-stroke cycle type, each direct coupled to a dynamo and air compressor. These generators provide power for working the pumps for circulating water through the engines, and providing forced lubrication engines, and providing forced lubrication engines, and providing forced lubrication engines, and providing forced lubrication engines. A small Cochran boiler, oil-fired, provides steam for heating and cooking purposes. The main engine is supplied by Messrs. Burmeister and Wain, but fitting on board, including the auxiliaries, is being done by the builders.

(Continued at foot of next column.)

INTIMATIONS

BOWERN & CO.,
No. 8, MUSEUM ROAD,
SHANGHAI.

Members British Chamber of Commerce (Shanghai). Mr. T. W. BOWERN, Fellow of the Institute of Chartered Shipbrokers, Incorporated by Royal Charter, London.

STEAMSHIP AGENTS AND SHIPBROKERS.

For the Purchase, Sale and Charter of Vessels of any Tonnage, Passenger and/or Cargo, New and/or Old, with delivery China at Very Low Prices.

SALVAGE OPERATORS, MARINE SURVEYORS, AUCTIONEERS, COAL MERCHANTS, FREIGHT BROKERS, METAL MERCHANTS, Machinery For Sale, New and Old in First Class Condition.

IMPORTERS AND EXPORTERS, SHARE-BROKERS (Members Shanghai Share-Brokers' Association).

SOLE AGENTS FOR CHINA:—GREEN'S PATENT ANCHORS, SAMUEL WARREN & CO., LTD. (Sheffield), High-Class Steel Manufacturers (Tank Brand).

Catalogues and Price-Lists on application.

(Enquiries Welcome)

CABLE ADDRESS: BOWERN, SHANGHAI.
Copies: Bentley's, Scott's, A.B.C.
5th Edition and Improved.

When in doubt about your eyes

or your glasses

Consult

CHINSE OPTICAL CO.

Eye-sight Special Lists.

67, QUEEN'S ROAD CENTRAL,

Hongkong.

Appreciation
from
All Quarters

For everyone who writes and testifies to the benefit received from Hall's Wine, the Great British Tonic for Health and Strength, there must be hundreds who do not take the trouble. But, judging from our files alone, its growth during nearly thirty years in the favour of doctors, nurses, and patients is phenomenal.

A doctor writes: "For mental and physical exhaustion, I know nothing better than Hall's Wine. I take it myself when run down."

A patient writes: "Hall's Wine has made me feel much stronger, in fact, I feel twice as well since I have been taking it."

Hall's Wine
THE SUPREME RESTORATIVE
Hall's Wine is obtainable from all first-class Chemists and Wine Merchants, and is sold by Messrs. S. W. & Co. Ltd., and Sincere Co. Ltd.

Sole Proprietors: SINCERE SMITH & CO. LTD., 22, Des Voeux Road, Hongkong.

WONG-SIU-WOON



BOOTS, SHOES & SLIPPERS
FOR LADIES, GENTS & CHILDREN

BEST DESIGNER, PRICES MODERATE.

21, POTTINGER ST. PHONE 1474.

THE NEW FRENCH REMEDY,
THERAPION No. 1
THERAPION No. 2
THERAPION No. 3
Sole Proprietors: SINCERE SMITH & CO. LTD., 22, Des Voeux Road, Hongkong.

For heating and cooking purposes. The main engine is supplied by Messrs. Burmeister and Wain, but fitting on board, including the auxiliaries, is being done by the builders.

BANKS

RUSSO-ASIATIC BANK.

CAPITAL (FULLY PAID) ... 15,000,000
RESERVE FUND ... 15,000,000
CAPITAL CONTRIBUTED BY THE
CHINESE GOVERNMENT ... 3,500,000
RESERVE FUND ... 1,750,000

HEAD OFFICE:

Paris, 9, Rue Boudreau.
LONDON OFFICE:
64, Old Broad Street, E.C. 2.

BRANCHES:

LONDON: Messrs. Glyn, Mills, Currie & Co.
Societe Generale pour Favoriser le
Developpement du Commerce et de l'Indus-
trie en France.
PARIS: Societe Generale pour Favoriser le
Developpement du Commerce et de l'Indus-
trie en France.
Banque de Paris et des Pays-Bas.
LYONS: Societe Generale pour Favoriser le
Developpement du Commerce et de l'Indus-
trie en France.
NEW YORK: The Irving Bank—Columbia
Trust Company.
SAN FRANCISCO: The Crocker National Bank
of San Francisco.

BRANCHES IN ASIA:
Changhai, Hankow, Manchoori, Tientsin,
Chefoo, Harbin, Nanyang, Urumchi,
Dairen, Hongkong, Kobe, Yokohama,
Hankow, Shanghai.

HONGKONG BRANCH:

Interest allowed on Current Accounts and
Fixed Deposits. Terms on application. Local
Bills discounted.
Foreign Exchange on the Principal Cities of
the World bought and sold.
R. A. RODGERS,
Manager.

P. & O. BANKING CORPORATION
LIMITED.

(INCORPORATED IN ENGLAND 1920)

with which is affiliated

THE ALLAHABAD BANK, LTD.,
INDIA.

AUTHORISED CAPITAL ... 25,000,000
SUBSCRIBED AND PAID UP ... 22,584,160
RESERVE FUND ... 280,000

HEAD OFFICE:

122, Leadenhall Street, London, E.C. 3.

WEST LONDON BRANCH:

14-16, Cookepur Street, London, S.W. 1.

EASTERN BRANCHES:

Bombay, Calcutta, Karachi, Madras, Colombo,
Singapore, Hongkong and Shanghai.

The Corporation undertakes General Banking
and Exchange Business of every description and
in addition to its Branches has Agencies in all
the principal cities of the world.
G. CHAMPEIN,
Manager.

22, Des Voeux Road Central, Hongkong.

AMERICAN EXPRESS CO.

ESTABLISHED

AMERICA 1841, EUROPE 1891.

HEAD OFFICE:

65, Broadway, New York.

INTERNATIONAL BANKING

Eighty offices are established in the principal
cities of the world to provide commercial
organisations and private individuals with a
complete International Banking Service.

COMMERCIAL LETTERS OF CREDIT.

DEPOSIT AND CURRENT ACCOUNTS.

FOREIGN EXCHANGE.

TRAVELLERS CHEQUES.

LETTERS OF CREDIT.

CABLE AND POSTAL REMITTANCES.

PURCHASE OF BILLS OF EXCHANGE.

Every Approved Banking Transaction.

R. P. BOYCE,

Manager.

1st January, 1923.

THE KEY TO GROW RICH.

THE CHINA INDUSTRIES
DEVELOPMENT BANKING
CORPORATION, LIMITED.

DUDDILL STREET, gives to all its Depositors
a Handsome Rate of Interest.

AUTHORISED CAPITAL—\$1,000,000.00

INTEREST

For Fixed Deposits—

1 year ... @ 6 Per cent.
3 months ... @ 5 1/2 "
6 months ... @ 5 "
3 months ... @ 4 1/2 "

For Current Account ... @ 4 "

For Special Deposit ... Personal Arrangement.

For Current Savings ... @ 4 1/2 Per cent.

For Fixed Savings ... Regulations Obtainable.

THE CHINA INDUSTRIES DEVELOPMENT
BANKING CORPORATION.THE INDUSTRIAL AND COMMERCIAL
BANK, LTD.

HEAD OFFICE:

York Building, Chater Road, Hongkong.

BRANCHES:

Shanghai—51, Kiango Road.
Hankow—British Consulate.
Canton—British Consulate.
London, New York, Chicago, San Francisco,
Yokohama, B.C., Honolulu, Singapore, Penang,
Tientsin, Swatow, Macao, Canton and all Com-
mercial centres of China and abroad.

PROMPT SERVICE.

Attractive rates for all kinds of Deposits.
Inquiries are welcome.

T. H. MAL,

Manager.

1923]

ASAHI BEER

SPECIALLY BREWED FOR EXPORT

DAI NIPPON BREWERY CO.

LIMITED.

TOKYO, JAPAN.

SOLE AGENT.

MITSUI BUSSAN KAISHA LTD.

HONGKONG.



A RESTRAINING COVENANT. IMPORTANT DECISION IN H. M. SUPREME COURT.

Caldbeck, Macgregor & Co. v. H. M. Wood.

At H. M. Supreme Court at Shanghai last week, Sir Skinner Turner gave judgment in favour of Mr. R. B. Wood, against whom his former employers, Messrs. Caldbeck, Macgregor & Co., brought an action to enforce the terms of an agreement restraining him from engaging in any capacity in the mineral water business in the Far East for a period of 10 years. Alternatively, plaintiffs sought damages to the amount of \$30,000 on the ground that, during his term of service with plaintiffs, defendant gained a knowledge of secret recipes and might use them in the trade to the detriment of plaintiffs.

Mr. M. Reader Harris appeared for plaintiffs, and Mr. R. N. Macleod for defendants.

His Lordship's judgment was as follows:—

In this case Messrs. Caldbeck, Macgregor & Co., Ltd., manufacturers of aerated waters, ask for an injunction restraining the defendant Wood from entering into certain employment in Shanghai as being a breach of a covenant entered into by him in June, 1921. It is not denied that the defendant has entered into the employment of another manufacturer of aerated waters in Shanghai. The defendant pleads that the covenant sought to be enforced is too wide and unreasonable and therefore is not enforceable in law. The plaintiffs reply that, even if the original covenant is too wide (as indeed they admitted) it can be severed and effect must be given to the severed part.

The facts are short: the plaintiffs are well-known manufacturers of these waters with a trade connexion throughout the coast ports of China, up the Yangtze and West Rivers and in Hongkong. In their business they make use of certain secret recipes, which are dictated to and memorized by them. There are only some five other manufacturers of these waters in China. The plaintiffs' factory is in Shanghai. The defendant is now a man of some 50 years of age and 27 years in China. Originally at sea, he afterwards became manager of a steam laundry, the secretary of the Charity Organization Society and then manager of an hotel. In 1917 he joined the plaintiffs as an assistant manager in their factory here without any written agreement. At that time he had no peculiar qualifications for the manufacture of these waters. In June, 1921, he entered into a written agreement, dated back to January, 1920, to serve the plaintiffs as an assistant factory manager. He served under that agreement as an assistant manager and acting manager till the termination of his agreement, as provided, in 1922. He then obtained employment in the Electricity Department of the S.M.C. and at the beginning of this year he entered the service of Watson's Mineral Water Co., a Chinese corporation carrying on a rival business here in Shanghai. This is the breach complained of. He had previously

asked the plaintiffs for sanction to do so and been refused.

The material parts of the agreement are as follows. It is made between the company and the defendant as the "assistant factory manager." The defendant was to serve in the capacity of assistant factory manager of the factory and works belonging to the company at Shanghai for distilling and the manufacture of aerated waters for a term of three years. His remunerations are then set out, and there is a provision for termination of the agreement by the company at any time on payment of three months' remuneration. Then follows:—

"The assistant factory manager shall during his continuance in the said employment obey all the lawful directions of the company either in the conduct of the said business or otherwise in relation thereto and shall keep all accounts which they may require and should the company desire his services in their general business, there or elsewhere instead of in the aforesaid factory he shall undertake to conform to and obey their directions in any capacity in which they may require his services to the best of his ability. The assistant factory manager shall not during the above mentioned term or any prolongation thereof carry on or be concerned or interested in any capacity, whatever or in any manner whatsoever in the like or any other trade business or occupation whatsoever whether for profit or otherwise and either in China, Hongkong, Japan, Singapore or the Straits Settlements. And in case of any default in the observance of the terms of this clause he shall forfeit and pay to the company the sum of \$30,000 as ascertained and liquidated damages."

Then there is a provision for dismissal in case of incapacity, etc., and further provisions for the renewal of the agreement.

No suggestion is made of any computation on the defendant to sign such an agreement, but it is noteworthy that the defendant had served for some four years without any agreement at all or any suggestion of a restraining covenant, and during that time he had learned the secret recipes of the plaintiffs and had had the same opportunities of getting to know their customers as existed from June, 1921, till the end of his services in 1922.

As regards the restraining covenant itself, I have to construe it and then I am entitled to look at it in its entirety. It seems to me to be clear that it really refers to the business of distilling and manufacture of aerated waters. It is true that the wine business is mentioned, but I hold that the like trade, etc., means a similar business to that really the object of the agreement, i.e., the aerated water business; it is, therefore, a covenant restraining the defendant from carrying on or entering an aerated water business or any other business for a period of 10 years in an area which practically covers the Far East, and such a covenant is on its face unreasonably and oppressively wide. It would ever have prevented him from joining the Electricity Department of the Shanghai Municipal Council. True, the plaintiffs do not seek to enforce it or

make any claim so to do; but many recent cases have laid stress upon the duty of the Court in considering these covenants and the possibility of enforcing them or any part of them to start with the original covenant as a whole. I need only refer to the judgment of Younger, L.J., in *Attwood v. Lamont*, L.R. 2 K.B. 23, p. 293. I start the consideration of this case then with the position that the plaintiffs have inserted in this agreement a covenant unreasonably and unreasonably wide, which could never have been enforced under any state of the law and which they do not seek to enforce now. But what I am asked to do is to disentangle a valid and reasonable restraint from the invalid and unreasonable one and enforce that. This is what is known as the doctrine of severance and it may be stated thus (I take this generally from *Jenks' Digest*, vol. 1, 1):—No transaction having for its object the performance of an illegal act or one deemed to be contrary to public policy (e.g., a transaction contemplating an unreasonable restraint of trade) will be enforced. But, when, in return, for a lawful consideration, several distinct promises, some of which contemplate such an object and some do not are made, the promises which do not are enforceable (note, not "will be enforced"). And the Courts, holding that partial restraints of trade were *prima facie* valid and that it lay upon the covenantor to show that any restriction was unreasonable, felt it their duty by means of a severance to bind him to such a restraint when reasonable. To take a very recent statement of this position I quote from the judgment of Peterson, J., in the *Ropeways* case (1919, 33 T.L.R. 285):—

"If on the true construction of the covenant the Court is of opinion that it really consists of two or more separate covenants, it must reject that which is too wide and enforce that which is free from objection."

But that statement of the law and of the duty of the Court has not always been accepted. I quote from *Neville, J.*, in *Goldzell v. Goldman*, L.R. 1914 2 Ch. 815:—

"It seems to me to be in accordance both with principle and justice that if a man seeks to restrain another from exercising his lawful calling to an extent which the law even as it now stands deems unreasonable, the contract by which he does so, whether grammatically severable or not, should be held to be void *in toto*. The hold otherwise seems to me to expose the covenantor to the almost inevitable risk of litigation which in nine cases out of 10 he is very ill able to afford; should he venture to act upon his own opinion as to how far the restraint upon him would be held by the Court to be reasonable, while it may give the covenantor the full benefit of unreasonable provisions if the covenantor is unable to face litigation."

Up to that time then there was a difference of judicial opinion on the question which I put during the arguments in this case, assuming the original covenant to be severable, is the Court bound to enforce the unobjectionable part of it? But since these cases further judicial pronouncements have been made: I refer

to the case of *Attwood v. Lamont* in the course of which both cases mentioned above were considered. Here Younger, L.J., in a judgment concurred in by Atkin, L.J., which was thus the judgment of the Court examined the law as laid down by the House of Lords in the well known cases of *Mason* (1913 A.C. 721) and *Saxelby* (1916 A.C. 688). It is clear that these two cases had modified the former theory of the law in these cases and the learned Lord Justice summarized these alterations as follows:—

(1) It is the covenantor who has to show that the restraint sought to be imposed upon the covenantor goes no further than is reasonable for the protection of his business.

(2) The restraint must be not only in the interests of both the contracting parties.

(3) An employer is not entitled, by a covenant taken from his employee, to protect himself after the employment has ceased from his former servant's competition; although a purchaser of goodwill is entitled to protect himself against such competition on the part of his vendor.

And he deduced from these rules that previously accepted rules as to the doctrine of severance require careful application if not entire reconsideration. The learned Judge proceeded to say that the cases in which Courts have severed these restrictive covenants when acting on the view that, being *prima facie* valid it was their duty to bind the covenantor or as far as permissible, were now obsolete and that in his view severance should not in the general case be allowed. That seems to me, if I may respectfully say so, to be an accurate statement of the legal position to-day: apart from the fact that the judgment is presumably binding upon me here just as it was stated to be binding on the Court of Appeal at Home by Atkin, L.J., in one of the last cases on the subject, *Clarke, Sharp & Co. v. Solomon*, 1920 57 T.L.R. 176. It is enforced by the views of Lord Moulton and Shaw in *Mason's* case and by those of *Neville, J.* quoted above. And the judgment itself was given shortly after the same learned judge had agreed in confirming a life-long restriction of a solicitor in the case of *Dewes v. Fitch*, 1920 5 Ch. 159, unanimously affirmed in the House of Lords, 1921 2 A.C. 158.

In my view then the whole covenant, even if grammatically severable, is not one from which this Court should be astute to glean something which it can enforce. It is open to all the objections so forcibly pointed out by the two learned Lords mentioned and by *Neville, J.*

But in case I am wrong about this I must face the further question suggested by Younger, L.J., whether this is one of the special cases in which severance if possible should be allowed. The special circumstances alleged are two in number: (1) Knowledge of the plaintiffs' secret and (2) knowledge of the customers it is not recipes. As to the evidence that the defendant came into contact with the customers themselves, but inasmuch as certain customers in Shanghai and other places were

supplied direct from the factory it was urged that he thereby became acquainted with their names. It was not even suggested that he knew or could have known the names of the other customers not supplied direct from the factory: much of the trade of the plaintiffs is carried on through their own branches and agencies, but the plaintiffs have utterly failed to show that the defendant at the factory had or was likely to have any such communication with the customers during his employment as would render it possible for him on the termination of his employment to take away the plaintiffs' customers from him. As I read the cases it is not enough for the defendant merely to know the names of some of the customers: there must be something more than that and that something is entirely absent in this case. Then as to the secret recipes: I agree in an ordinary case that these are proprietary rights which might deserve protection, but what are the facts here? For something nearly approaching four years (1917 to 1921) the defendant was employed in this factory knowing the secrets and supplied with them by the plaintiffs and during all that time he was under no restrictive covenant at all. Why should this Court now be asked to disentangle the contract for the plaintiffs? I confess I can see no reason at all. And I therefore hold that assuming the covenant in question to be severable, this is not a case in which the Court will exercise such powers of severance as it may have.

I ought perhaps, as the matters have been argued before me, to express my opinion as to the other questions. The covenant is grammatically severable and similar covenants have been held severable: it is on the blue pencil theory possible to eliminate the words "and other" and "either" and "Hongkong, Japan, Singapore and the Straits Settlements" without such severance affecting the meaning of the part remaining. And I think this covenant was severable: it seems to me to be composed of more than one independent covenant. Then I do not think it can be said to be a covenant against mere competition *per se*: the admitted existence of trade secrets which ordinarily are the subject of protection helps me to that conclusion. At the same time I do not think this was a case where the nature of the defendant's employment the only method by which the plaintiffs could obtain protection for that which they were entitled to protect was to prohibit the defendant's employment in China in any capacity whatever in any like business for a period of 10 years. And lastly I hold that restraint as to China alone is too wide.

I want to mention one other matter: it was suggested that rules of public policy may differ here from what they are in England. I do not agree: this Court administers the law of England and as part of it, its public policy.

Finally I wish again to thank Mr. Harris and Mr. Macleod for their arguments in this case and to say how much I have been indebted to them in coming to my decision.

There will be judgment for the defendant with costs.

DAIRY FARM NEWS

Just Received.

"GUILLAUME TELL"
(SWISS)

GRUYERE CHEESE.

80 Cents Per lb.

TO LET.

HOUSE TO LET, Furnished at the Park.

Box No. 699,
c/o Daily Press Office.

TO LET.

OFFICES in UNION BUILDING—Four

Rooms on Fifth Floor.
Apply
UNION INSURANCE SOCIETY
OF CANTON, LTD. [163]

TO LET.

ON ROOM in Central Locality suitable

for Office.
Apply
Linstead & Davis.
490]

TO LET.

TWO OFFICE ROOMS, Top Floor, 6

Queen's Road Central.
Apply
GANDE, PRICE & CO., LTD.
200]

TO LET.

UNFURNISHED, No. 144A, THE PRINCE

near the Barker Road Tram Station—5

Rooms for 2 Months, \$250 Per Month.
For particulars apply to
DENISON, RAM & GIBBS.
5th February, 1923. [335]PREPAID "WANTED"
ADVERTISEMENTSLetters are lying at this Office for
BoxesTO LET—FURNISHED Four Box a
FLAT at 2, Thorpe Manor, May Road for 4
to 6 months from Beginning of April. Apply
to E. C. HAZEN, c/o B. & S. [23]

NOW READY.

THE

DIRECTORY AND CHRONICLE

OF

CHINA, JAPAN, BRITISH MALAYA, INDO-CHINA, SIAM,
PHILIPPINES, NETHERLANDS INDIA ETC.

FOR

1923

SIXTY-FIRST YEAR OF PUBLICATION.

IS NOW BEING ISSUED AND CONTAINS

ALPHABETICAL LIST OF FOREIGN BUSINESSES, THEIR PERSONNEL AND AGENCIES.
CLASSIFIED BUSINESS DIRECTORY OF THE CHIEF TRADE CENTRES
ALPHABETICAL LIST OF FOREIGN RESIDENTS IN THE FAR EAST
GOVERNMENT AND OFFICIAL DEPARTMENTS
15 UP-TO-DATE COLOURED MAPS OF THE PRINCIPAL PORTS IN THE FAR EAST.DESCRIPTIVE AND STATISTICAL ACCOUNTS OF THE VARIOUS COUNTRIES AND
TRADE-CENTRES OF THE FAR EAST.
TREATIES, TARIFFS, STAMP DUTIES, BROKERAGE CHARGES, POSTAL GUIDE, ETC.
BRITISH, AMERICAN AND JAPANESE NAVIES.

1,800 Pages

1,800 Pages

Complete Edition

\$12 local currency

Abridged Edition

\$8

JOHN L. THORNYCROFT
LAND CO., LTD.
SHIPBUILDERS AND ENGINEERS
 London, Southampton and Glasgow.

PASSENGER AND CARGO VESSELS OF ALL TYPES UP TO 6,000 TONS.
 OCEAN-GOING TUGS, MOTOR BOATS (SEA OR RIVER)
 UP TO 50 KNOTS.

TURBINES AND RECIPROCATING MACHINERY AND PROPELLERS.
 MARINE AND STATIONARY OIL ENGINES 8 TO 90 H.P.
 MOTOR VEHICLES 2 TO 6 TONS.

WATER-TUBE BOILERS.

For QUOTATION, APPLY—
10, KIUKIANG ROAD, SHANGHAI.

SILK DRESSING GOWNS

A rich Silk Gown in a choice variety of colours and stripes.
 Cut in "Kimono" style to our own pattern and well made.
 Recommended for travelling as they take the minimum of space.

BATH ROOM SLIPPERS IN ALL SIZES

MACKINTOSH & CO., LTD.
 Men's Wear Specialists.
 Alexander Building, Des Voeux Road.



DO YOU SHOP WISELY?

Our 20 years' Experience in the Department Store has enabled us to build up a service, that is unequalled in South China. We can supply all your requirements at very lowest prices. For VALUE, SERVICEABILITY, RELIABILITY, COURTESY and ECONOMY do your shopping at

THE SINGERE CO., LTD.,
 UNIVERSAL PROVIDERS.

WHITEAWAY'S FOR CRETONNES & TISSUES

THE LARGEST SELECTION
 IN THE COLONY

SUITABLE FOR LOOSE COVERS
 CUSHIONS AND CURTAINS.

PRICES Ranging from:—

75 Cts. Yard—5.50 Yard.

WIDTHS 31 inches and 50 inches.

WE MAKE AND GUARANTEE THE FIT OF LOOSE FURNITURE COVERS AND CURTAINS.

ALL OUR DESIGNS ARE THE MOST UP-TO-DATE ON THE MARKET. YOUR INSPECTION OF THESE GOODS IS RESPECTFULLY SOLICITED.

FIRST FLOOR SHOW ROOMS

WHITEAWAY, LAIDLAW,
 DES VOEUX ROAD.

CHRISTIAN SCIENCE CASE. JUDGE ON PRAYER.

At the Lincolnshire Assizes, on February 1st, George Anderson, aged 29, a malster, was indicted for the manslaughter of his daughter, aged 20 months, and "in the alternative for neglecting or ill-treating her so as to cause unnecessary suffering. A verdict of Not guilty was returned, and the accused was discharged.

The prosecuting counsel, Mr. Gallop, said the accused was a Christian Scientist. Two or three years ago he became acquainted with a Miss Conant, of Oakham, and her secretary, Miss Fry, also Christian Scientists. On November 9th, 1922, Miss Conant and Miss Fry were at the Andersons' house and gave Christian Science treatment to two of the children who were unwell. Christian Science treatment might be either "absent" or in the presence of the sufferer. The two children recovered. On the 14th Miss Conant went to the house again, and Anderson then said that Kathleen had the measles. Miss Conant did nothing then, but on the 16th, 18th, 17th, and 18th she gave "absent" treatment, that was to say, she prayed.

On November 20th she called and saw the child, who had spots. She gave further treatment on November 21st, and on the 22nd Miss Fry called and Anderson said the child had gone black in the face and he had sent for a doctor. She was nursing the child when it died.

Miss Amy Louise Emily Conant said she was a Christian Science practitioner and gave mental treatment to two other children of Anderson's, aged five and seven. The treatment was the action of the Divine mind on the human mind, induced by prayer. She made a charge for the treatment.

Mr. Justice Sankey: "Do you mean you charge for prayer?—The witness said she did."

What did you charge? Does it depend on the length of the prayer?—The witness: No, on the circumstances of the case. In this case the charge was 2s. for absent treatment. The charge, she thought, was 2s. a week. She said the prayers to herself, not aloud.

In further reply to the Judge, the witness said the treatment was based on the absent treatment by Jesus Christ of persons at a distance. She believed that prayer could benefit people at a distance. She had once treated twenty persons in a day, and it took her seven or eight hours.

Mr. Kingsbury, in defence, said the father had always shown every solicitude for the child, and he asked the jury to acquit him of any wilful intent.

The Judge, in summing up, said he regretted that counsel for the defence had thought it necessary to quote passages relating to miracles performed by Christ. It was one thing to believe that He could work miracles, and another to believe that an ordinary man or woman could do so. The jury must be on their guard against treating the case as a religious one. It was distasteful to him, and he was sure it was to them also, to criticize the actions of a man which were dictated by his conscience. He would be the last to doubt the efficiency of prayer. A great English poet honoured in that city and county had said:—

"More things are wrought by prayer Than this world dreams of."

The duty of prayer was not disputed, and there was no question of the accused having broken a Divine law, but a human law which was not in conflict with it. The jury had only to consider whether the prisoner had broken one of the laws of the country. They had not to consider if Christian Scientists were right or wrong. It was alleged that the child's life might have been prolonged, if not saved, if a doctor had been called in sooner. The jury, as stated, acquitted the accused.

THE OLDEST LIVING BEING.

A CHINESE AGED 162.

The Manchuria Daily News says that a Chinese of the name Yuan Kuo-chang at Tapinghiao in Kwantung Prefecture is perhaps the oldest human being alive in the world. He is in his 162nd year, and still is hale and hearty.

Marshal Chang Tso-liang, on hearing of the old man, has arranged to show him an annuity of 200 yen out of the local taxes.

COMFORT EYE

means better health and better results from your work, and if your eyes require glasses you have careful and expert examination in fitting the proper correction. Eye comfort requires also just as expert care in the manufacture and find it worth while to consult a reliable firm, devoted exclusively to optical work; over ten years experience in the Colony. You will find no better equipment anywhere than in the office and factory of

The Hongkong Optical Co., successors to Clark & Co., Manufacturing and Re-adjustment of your glasses. Your will find Opticians, located in 53, Queen's Road Central—ADT.

A BACKWATER OF PROGRESS. LIFE IN A CHINESE COUNTRY TOWN.

QUAINT SUPERSTITIONS.

WUJIANG, February 21st.

I have been spending the Chinese New Year holiday in an old walled city not so very far from Hankow. These old country towns are veritable backwaters in the stream of progress. Life seems to go on very much as it have done for centuries and centuries—ever since the Golden Age of Yao and Hsuen, and before that, of Huang Ti. Except for the cigarettes which may be bought on its streets, and the big ugly modern advertisements for oil which decorate its ancient wall, the influence of the West seems hardly to have penetrated.

It is interesting to find how each place has its own local practices and superstitions. Here, it is the custom at New Year to throw sand in front of the threshold. No one seems to be quite sure of the origin or meaning of this custom, but every one does it. Some say it is for the sake of cleanliness. Others that it is to keep away demons. Evidently, the demons do not like sand, though nobody is quite clear why. In any case, the custom is a profitable one for the coolies, who carry the sand from the river and receive 40 cash for each load. Saving there are some 2,500 households, the amount of money which this changes hands must be considerable.

Other superstitions are probably held in much the same form as in all other regions of China. How far there may be local peculiarities in the following observations, the writer is ignorant.

A BADLY TREATED GOD.

Each house has its own God of the Hearth, represented by a little image on the family altar. These gods are not so much guardian angels as detective spirits, whose duty it is to report annually on all the misdeeds that have been done in the house during the year. Consequently, it is customary to plaster the eyes of the image with clay in order that he may not see what is being done. At New Year, an extra chunk of mud is stuck over his mouth, so that, even if he has managed to spy on one or two occasions, he will still be unable to report.

The oven itself, built of bricks, is also looked upon as a deity. At New Year it is cleaned like the rest of the house, and rebuilt, if necessary. The housewife herself bows before it 50 or 60 times, or even several hundred times, apologizing for every time the kettle has been upset, spilling water upon the oven, and for every brick that has come loose and been dislodged.

Small-pox is about, and the people are very scared. In one village I saw a little girl with a strange collection of articles hanging from a string down her back. These consisted of a little mirror, a cock embroidered on cloth and stuffed like a pin-cushion, and a little string of half-a-dozen millet-seeds. It appeared that another child in the same house had small-pox, and the object of these charms was to avert the dread disease. The demon of small-pox, seeking a fresh victim, will happily be attracted by sight of the mirror, and sticking the spots upon the face he sees there, he will in reality be decorating his own countenance. Verily, these demons are more stupid than those that imagine them!

THE HARDENED OFFICIALS.

While gross superstition thus holds the masses, the official classes seem to disregard any form of religion whatever. The ancient Confucian temple is left in a state of utter neglect and disrepair. A few years ago, it was used as soldiers' barracks, and even the tablets have been taken away. Only a few weeks ago, the newly appointed official, looking around for some public offices, fixed on an old Buddhist temple as being both commodious and conveniently situated. All the clay idols were broken up and thrown out in the fields for fertilizer. I can vouch for the truth of this fact, for I had it from a witness who had noticed the broken images lying in a field before he knew how they came there.

Another story of real though mistaken devotion shows where the old religious still maintain their hold. There is a man in this neighbourhood who several years ago was unfortunate enough to kill another in a fray at a river-crossing. Being a man of wealth, he sought to atone for his crime by building three Buddhist temples in places near the city, and he himself became a monk. His conscience, however, still troubled him, until at last he found a further way to expiate his sin. He had himself built into a room, and vowed not to come out of it for 10 years. During this period he may neither bathe his body, change his clothes, nor cut his hair. Food is passed into him through a little hole in the wall of his prison, but he has no communication with anybody. Naturally, the news of this meritorious deed has made quite a stir in the countryside. Crowds have come from far and near to see this holy man, and many votive tablets and other offerings have been left outside his cell by those who would seek to gain some benefit as it were from the reflected glory of his virtue.

W. O. Daily News correspondent.

MACAO NOTES.

[FROM OUR CORRESPONDENT.]

A MEDICAL COLLEGE.

The new Governor of Macao, who has given proof of an earnest desire to promote the well being of Macao is now contemplating the establishment of a School of Medicine in Macao.

THE EXPENDITURE COMMISSION.

The Commission which is inquiring into the expenditure of the Civil Departments in Macao, has requested the Government for an extension of time in which to report by thirty days.

MACAO TELEPHONES.

The Macao Government announces that it is open to receive tenders for the exclusive privilege of providing and working a telephone service on commercial lines, similar to the services at Hongkong and Canton.

A CASINO PROJECT.

The Government of Macao has officially announced that it is prepared to receive proposals for granting of exclusive concession for the conduct of a "hotel-casino" upon Government land. The hotel is to contain not less than 200 rooms and must be in operation before the year 1929.

THE FRANCISCAN NUNS.

Dr. Rodrigo Rodrigues, Governor of Macao, contemplates making arrangements for the return of the Franciscan Nuns to Macao. Dr. Rodrigues deplors the neglected education of girls in Macao and believes that the nuns will be able to conduct a suitable college, as they did in the days before they were expelled from Macao when the Republic was established. This act of the Governor meets with universal commendation in Macao.

HARBOUR DEVELOPMENT.

The tug *Zuyder Zee* of the Netherlands Harbour Works Co., arrived in Macao on the 9th inst. for employment in connection with the construction of the artificial harbour.

VOLCANIC ERUPTION AT SEA.

A SMOKE GEYSER.

The *Singapore Free Press* of the 8th inst. contains the following details of this occurrence which was reported at the time by cable:—

A subterranean volcanic eruption is reported to have occurred at a distance of about 350 miles from Singapore. The first news received of the occurrence was a wireless message sent by the N.Y.K. steamer *Wakasa Maru*, on her way down here from Hongkong.

The *Wakasa Maru*, arrived in Singapore yesterday morning, and a report of the eruption was made by Capt. K. Horikawa, in command of the vessel. The Captain's statements are backed by some remarkable photographs which he took, showing a dark cloud of smoke rising perpendicularly from the surface of a sea as calm as a mill pond, with a dense volume of steam floating away at a lower height.

The Captain's version of the eruption, as told to our representative, is as follows. Just before half past three on Friday afternoon last, he was informed by the chief officer who was on duty on the bridge, that a dense column of smoke had been sighted on the port bow. The Capt. went on the bridge and at once altered the course of the vessel to a point which would bring them closer to the smoke. He thought that the smoke was possibly the result of a ship on fire, most probably an oil tanker in distress. He steered to within a few miles, about three, of the smoke, and discovered that it was coming direct from the sea. It was about 4.45 when the steamer neared the spot. The smoke was being emitted with a series of explosions, and the height varied according to the force of the explosion. He obtained his second photograph during one of the biggest explosions witnessed by him. The column of smoke, mingled with ashes and steam, on this occasion, reached a height which he thought to be well over a thousand feet above the level of the sea. The column at its lowest was not under 300 feet. The passengers were in a state of great excitement and as many of them who had cameras attempted to obtain photographs of the remarkable sight. As the ship proceeded on its way, and the scene of the eruption was left behind, a distinct rumbling sound was heard, even when the vessel was some miles from the spot.

The eruption is stated to have taken place in the vicinity of Round Island and the La. Pak, rock, about 20 miles south of Palo Ocra de Mar.

The *Wakasa Maru* is a ship of 3,787 net, and her present line is from Singapore to Bombay. The alteration in her course did not take her very far out of her way.

A test was made of the temperature of the sea when the vessel was close to the eruption, and the water was found to be quite warm. The sea was also very calm at the time, and the sky overhead quite clear.

THE INTERPORT REGATTA. HINTS ON ROWING.

"E.B.S." an old Hongkong and Japan car who has rowed and sculled with some success, gives the following advice to the Shanghai rowing team which is coming down for the interport event at the R.H.Y.C. Regatta on Saturday:—

The Hongkong course now is from Wanchai to Royal Hongkong Yacht Club, practically tideless, smooth water at this time of the year, unless a north-east wind is blowing, then there is a little chop but right ahead or a little on port bow. Remember, there, the water is more buoyant and your boat light, you want to use all your watermanship, so watch your balancing of boat and swing straight not rowing out of the boat or screwing, and do not look at the other boats unless they are dead astern of you.

I have not seen this crew on the water but I have watched many men rowing here and heard the call of the cox or coach "hold your slide," but never a hint how to do so. It is easy to show how, but hard to describe. The general tendency of Shanghai rowers is to row with knees together which is utterly wrong, remember the old "Eton Boating Song" "Jolly boating weather... pull pull together with your stomach between your knees" true then as now. Keep your legs as you come forward and keep open, holding on to your slide, then catch, holding on to your foot board by trying to pull yourself up to it by your toes against the strap, put your back into it and when passing the perpendicular still holding slide, bring knees together and then kick home, not before. Sculling shows this action to perfection. I have easily held good scullers otherwise, who rowed knees together, while I rowed getting forward with my knees under my armpits, and just threw myself back not sliding at all, until I thought it time to go ahead and leave him astern.

Catch together, watch swing and balance, and do hold your slide and the greatest of these three is slide, don't worry so much about such rowing technicalities as parting your hair on the port or starboard side or amidsides, these niceties are for sculling a "tooth-pick" on placid waters.

Think what you are doing during the race and keep cool. An oarsman is born not made.

PILOT SHIP TRAGEDY.

A SIAMESE HORROR.

A Bangkok report says:—News has reached town of a terrible tragedy enacted on the pilot ship that swings to and fro just outside the bar. This ship is stationed there so that a pilot who takes a steamer out can board it to wait for one coming in, instead of having to make the long trip back to Bangkok. On the 10th inst. Capt. Siggins had taken a steamer across the bar, and approached the pilot ship in order to wait the arrival of an incoming steamer.

He climbed up into the pilot ship and when he boarded her he was aware of an oppressive silence. Everything was quiet aboard, and although he shouted repeatedly he received no response. Then he noticed the figure of a little boy, who ran in a frightened way for shelter. Capt. Siggins was accompanied by Siamese sailors, and he instructed one of them to approach the lad and enquire what was wrong. He learned a story that for sheer horror and callousness would be hard to beat. The pilot ship was in the hands of a serang and was manned by a Siamese crew. The serang had on board his wife and two children, one of the latter being a son and the other a nephew. Two days previously, while the serang was asleep the crew attacked him. They first approached the man stealthily, and with a long sharp-pointed file stabbed him to the brain in both eyes. Then they seized the woman and the two children and flung them overboard. The little boy who was interrogated swam under the ship and clung to a rope at the other side, but the woman and the other child were drowned. The boy clung desperately for life until he saw the murderers row off, when he climbed on board. For sheer pluck this would take a lot of beating, and the thing is all the more remarkable when it is stated that the boy cannot be more than seven years of age. Capt. Siggins informed the police and took the boy ashore, where he is being looked after. There is no clue as to the whereabouts of the perpetrators of this dastardly deed, and it must be admitted that considering they had nearly two days start, the task set the police in tracing them is a difficult one. Robbery seems to have been the motive, as much of the gear of the ship had been removed.

SERIOUS KIDNAPPING CASE NEAR TAI O.

SIX FISHER FOLK KIDNAPPED BY ARMED ROBBERS.

A serious case of armed robbery, and kidnapping on a fishing boat, near Tai O, was reported to the police yesterday. The incident occurred during the late hours of the 12th inst., when five or six armed men boarded fishing boat No. 1800A, off Cheung Mui Tau, near Sai Ah Chau Island. They held up the crew and, after stealing a number of articles from the boat, including some money and a quantity of salt fish, kidnapped three men, two women and one boy. The robbers sailed away in a westerly direction and so far have not been traced.

HONGKONG SANITARY BOARD.

THE SMALL-POX SEASON.

"We are in the midst of the small-pox season," and the public is warned to protect itself by vaccination," said Dr. W. W. Pearce (Medical Officer of Health), speaking at yesterday's meeting of the Sanitary Board. He added that there had been twenty-six cases in the Colony already this year.

Dr. Pearce said he was informed that there had been a sharp epidemic of small-pox in Canton, and two of the 28 cases in Hongkong had come from there.

BETTER NEWS OF PLAGUE.

"I would like, also," he said, "to give you some better news, and that is with reference to the plague. So far this year we have only had four cases. One was a body found in the Harbour, and three were in Kowloon, and very scattered. On the island there have been no cases at all, whereas last year in March there had been 64 cases; none in Kowloon, two imported, and 82 in Hongkong itself. So you see disease this year promises to be very slight."

ANIMAL INSPECTION BYE-LAWS.

On the Orders of the "Day the President was to have moved."

"That the Board do introduce by-laws embodying amendments specified in O.S.U. No. 3311/1921 (enclosure 11) to the existing bye-laws on the Importation, Inspection, Segregation, Observation and Slaughtering of Animals and Disposal of their Carcasses."

Before doing so, however, the President asked permission to refer to the previous set of amendments to the same bye-laws, which were unanimously approved by the Board six weeks ago. They decided then, that if it were necessary to add any amendment to the Ordinance proper, they should be given the power to make those amendments, and recommend that the Government should amend the Ordinance accordingly. He had since received the Crown Solicitor's draft embodying the proposals and expressing the opinion that an amendment to Section 16 of the Ordinance would be necessary, and the approval of the Board was needed. To save time he would ask them to approve the Crown Solicitor's draft. This particular amendment had not been circulated to members, but he had found that it did not exceed the Board's approved proposals. After conference with the Crown Solicitor, he had decided to cut out one or two very small details relating to animals on ships passing through the port. It was desirable to put the matter through as fast as possible, and for this reason he asked them to pass the draft amendment.

The Secretary then read the draft amendment.

Dr. Ozorio objected to the course proposed by the President, because, he said, the draft as read out was far too long for them to grasp at one reading. He asked that it be discussed by the whole Board at some future date, and put the suggestion as an amendment.

The President said that they could not bring the whole matter up again. The question was simply one of legal language, and the object was merely to bring horses and ponies under these bye-laws. They had approved the rest of the amendments already, and unanimously. It was not a question of finally passing the draft.

Mr. C. G. ALABASTER seconded Dr. Ozorio's amendment, and the President immediately withdrew his original resolution.

The amendment was carried unanimously.

Speaking with reference to his original resolution, the President said that hitherto it was very doubtful whether horses were included in their bye-laws or not. It was not clear that they were, and it was not clear that they were not. The Board would remember that about six months ago there was a serious outbreak of glanders, and they decided that, pending the final and thorough revision of the bye-laws regarding animals, they would pass a special bye-law to cover horses. That was their definite intention. It was considered desirable and essential that they should have control over equines, as much as over other animals. English laws did not apply in this Colony because there was no valuable stock to be protected. As a matter of fact, owners of ponies here had always knocked any pony on the head immediately it showed signs of infectious disease. It was no doubt due to this fact that

COMPANY REPORT.

HONGKONG AND WHAMPOA DOCK COMPANY, LTD.

The Directors in their report for the year ending 31st December, 1922, say:

The gross profit for the year is \$1,508,452.79. After paying interest and depreciation plant, etc., by 685,361.88 and paying a bonus to staff of 60,000.00

there remains a net profit of \$494,890.53 and adding amount brought forward as per last report \$908,783.78 less interim dividend paid 11th October, 1922 \$40,000.00

leaves available a sum of \$1,063,680.29 which the Directors recommend to be appropriated as follows:—

To pay a final dividend at the rate of 10 per cent. per annum or \$5 per share \$300,000.00 To pay a bonus to shareholders of \$3 per share 150,000.00 To carry forward to new account 563,680.29

DIRECTORS.—In accordance with Article No. 90 of the Company's Articles of Association, Sir Robert Ho Tung and Mr. D. G. M. Bernard retire by rotation, and offer themselves for re-election. Mr. G. M. Dodwell and Mr. P. A. Cox retired from the Board on leaving the Colony, and Mr. T. G. Weall and Mr. Allan Cameron were invited to join the Board and these appointments require confirmation at this meeting.

Mr. D. G. M. Bernard has been appointed Chairman for the year 1923.

AUDITORS.—The accounts have been audited by Mr. Percy Smith, F.C.A., and Mr. A. R. Lowe, F.C.A., who retire and offer themselves for re-election.

they had never, he thought, had any case of a human being infected by animal disease. But even if that were the only point to be considered, it still did not seem to him to be a very satisfactory state of affairs either from the point of view of the owners or from the point of view of the military authorities. The main point was that certain animal diseases, and particularly glanders, were contagious, and dangerous to human beings. If a case of glanders did occur to a human being, and an enquiry was held, the Board would hardly discharge its responsibilities by saying that it was left to the owners to kill any ponies suffering from contagious disease. The amendments, also, made it quite clear that certain individuals would not be allowed in the stables without permission of the Board. The second point was that the veterinary surgeon was definitely empowered to segregate animals which were notified to him as suffering from an infectious disease, or if he had reasonable suspicions that any animal was so suffering. Thirdly, when a police officer or a Sanitary Inspector, was notified by the owner of a stable that any of his ponies were suffering from infectious disease, or if he reasonably suspected this to be the case, he would have power to serve the necessary notice, without first calling a meeting of the Board, as was now necessary.

Dr. Pearce remarked that he knew of a case where the owner of a pony suffering from glanders had definitely refused to have it destroyed, and had moved it out of the Sanitary Board's jurisdiction so that it should not be destroyed.

The Hon. Mr. T. L. PERKINS seconded the President's motion, which was carried unanimously.

THE SITE OF A PROPOSED LATRINE.

With reference to the proposed new latrine and bath house at the junction of Western and Second Streets, and about which there was a certain amount of discussion at the last meeting, a number of members objecting that it was too near the Maternity Hospital, the President stated that the Secretary for Chinese Affairs was to have been present at the meeting, but had been unable to attend. He had intimated, however, that he had no objections to the site. He (the President) moved that the new latrine be therefore provided.

The motion was seconded and carried.

OR KOCH CONTINUES MEMBERSHIP. The President intimated that His Excellency the Governor had instructed him to inform the Board that Dr. W. V. M. Koch had been appointed a member of the Board for a further term of three years.

The meeting was presided over by Mr. G. R. Sayer (Head of the Department), supported by the Hon. Mr. T. L. Perkins (Director of Public Works), Dr. W. V. M. Koch, Mr. C. G. Alabaster, Dr. W. W. Pearce (Medical Officer of Health), Dr. Ozorio, and Messrs. S. W. Tso, T. K. Wong, and J. A. Fraser (Secretary).

ANOTHER ARMS SEIZURE.

POLICE SERGEANT'S EXPERIENCE ON A JUNK.

Police Sergeant N. Snare made an interesting discovery on a junk under weigh in the vicinity of the Naval Anchorage on Monday morning. As he approached the junk, he noticed a number of people (six men and two women) acting in a suspicious way. He boarded the junk and proceeded to search her. In the hold he discovered a number of bags containing arms and ammunition. Being practically alone he had difficulty in controlling the actions of the people on board, and on coming on deck he noticed a woman heaving something overboard from the aft part of the vessel. He made an effort to save one of the bags which was just in the act of dropping into the water when he grasped it; but it was too heavy for him to hold and it disappeared. In all he found on board the vessel seven rifles, eight automatic pistols, one revolver, 160 packets of cartridge primers, two cleaning rods, four telescopic sights and eleven sets of spare parts of arms. He also secured the arrest of five of the people on board. They were Chan Kau, the licensee of the boat, Li Kau, his wife, Leung Ho, a woman cook, Chan Fuk and Chan Man, two men.

The harbour was dragged for the dumped bags but without success.

The five arrested persons were brought before Mr. R. E. Lindsell, at the Magistracy, yesterday morning, and charged with unlawfully having in their possession the arms, ammunition and spare parts enumerated above.

Mr. M. W. Lo appeared for all five defendants.

Sub-Inspector Spear asked for a remand, stating that he wished to approach the Captain Superintendent of Police as to the advisability of asking for the committal of the defendants.

The case was put back until Monday afternoon next, his Worship, saying that he did not feel disposed to grant bail.

NO DISCRIMINATION.

FILIPINO FIREMAN HEAVILY FINED FOR UNLAWFUL POSSESSION.

A remand case in which a Filipino fireman on board the s.s. *President Taft* was charged before Mr. J. R. Wood at the Magistracy, last week, with unlawfully having in his possession an automatic pistol, came up for further hearing before Mr. R. E. Lindsell at the Magistracy yesterday.

Mr. Macnamara, who appeared for the defendant, put in a plea of guilty to a technical offence, at the previous hearing of the case. The defendant had the pistol, he said, whilst in Alaska, where he was a farmer. The pistol had no magazine and the defendant in bringing it to Hongkong thought that his action was quite lawful. He intended to take it through to the Philippines.

Yesterday morning evidence for the defence was given by an English speaking Filipino, named William Angus, also employed on the *President Taft*. He said that while the ship was entering Yokohama the defendant showed him the pistol. He warned the defendant about taking it to Hongkong. The defendant said it had no magazine and thought he would not get into trouble.

The Magistrate said that there was nothing to differentiate this case from the ordinary case of a person passing through Hongkong and going into the heart of China with arms in his or her possession. He would impose a fine of \$250 with the alternative of two months' imprisonment.

TO ALL SCOFFERS.

Twelve years ago, whilst living in Kowloon, I fell asleep one summer's afternoon, And dreamt a dream, which in my waking hours, Caused me to see that with ethereal powers I'd been in touch. To you I'll now disclose The picture that I saw, when in repose. I sat or lolled suspended in the air, Between two poles, that held a kind of chair. First up, then down, against my will I bobbed, Of self-control I felt completely robbed. As details of my vision grew more clear, A dark-skinned man through mist did close appear. Upon his shoulders my contraption bore. Whilst, right behind I noticed just one more. Both almost nude but girl, I'm glad to say, In bags of blue, wore in a curious way. One leg of each allowed to dangle free The other leg well-rolled above the knee. Then I awoke, but so impressed I'd been, I wrote and told my mother what I'd seen. Now neither laugh nor treat me with disdain, Though I've no proof my statement to sustain. My dream came true and only yesterday ere. So scoffers all, I think you must believe. At ten past five I walked along Queen's Road, My mind intent on tea in my abode. And as I reached the Battery feeling tired, I felt a chair might rightly be desired. Half up the Path, with thoughts all wandering wide, A tension seized me and I saw described Exactly what my dream had once portrayed. Twelve years ago, when in Kowloon I stayed. Now, what was this? Can anyone deny 'Twas second sight I had, a day's gone by!

THE PRESTIGE OF THE WHITE RACE.

MAGISTRATE'S HOMILY TO A SOLDIER.

Albert Pickken, the Private of the King's Regiment, who was charged on two counts on Monday, at the Magistracy, before Mr. E. I. Wynne Jones, with assaulting a hawk and with stealing two packets of cigarettes, was yesterday convicted on both counts and fined \$25 for the assault and \$15 for the theft.

The case had been adjourned from the previous day to enable the defendant to produce evidence in support of his contention that he did not steal the cigarettes. He pleaded "guilty" to the charge of assault. The defendant yesterday made a statement to the effect that on Saturday last he went to the complainant's shop on the Paaya and asked the price of two packets of "Horse" cigarettes. He was told it was ten cents. Defendant offered six cents which the shopkeeper accepted. He placed 12 cents on the counter and turned and walked away. There were four other men in the shop and they approached him again, asking for the money, whilst the complainant snatched the cigarettes from him. Defendant pointed to the man to whom he had offered the money. A man then came up to him and said something in Chinese to him and at the same time hit him a "back hand" on the jaw. This was the commencement of a regular fight.

Pte. Wright corroborated the defendant's statement and said the row was started when the Chinese hit the defendant on the jaw.

The Magistrate said the defendant was convicted on both counts. It was clear to him that it was the defendant's duty to have found out who was the responsible owner of the cigarettes and to have paid the money to him. If he had paid the wrong person then he would be responsible for any trouble that may have ensued. The defendant was a soldier and it was his duty to preserve the King's peace and in breaking the King's peace he was committing a greater offence than would have been committed by a civilian and certainly greater than an ordinary coolie. The Chinese were not to be oppressed, and as a rule they would not submit to force. It was the defendant's duty to uphold the prestige of the white race in China, to set a good example, and not a bad one by brawling as he had done.

His Worship then imposed the fines stated.

WANCHAI RECLAMATION SCHEME.

DANGERS TO SHIPPING.

In connection with the new reclamation scheme at Wanchai, mariners are warned that the groups of piles driven temporarily, to define the lines on which the stone is being deposited to form the foundation for the quay and sea wall, which will enclose the reclaimed area in Wanchai Bay, is a source of danger to shipping. Also, the foundations of two twin storm water culverts from the existing Praya Wall to the new sea front, between Heard Street, and Tin Lok Lane, afford an obstruction of which mariners should steer clear. Two entrances are to be left, free of the structure, one at the Eastern end, 350 feet in width, near East Point, and the other at the Western end, 300 feet wide, opposite Ship Street.

BUY
A
BISSELL'S
CARPET SWEEPER
AND USE IT.

THE ONLY HYGIENIC WAY
OF COLLECTING DUST.

A DOMESTIC NECESSITY.

THEY
LESSEN THE CHANCE OF CONTAGION.

LANE, CRAWFORD, LTD.

LANE, CRAWFORD, LIMITED.

EST. 1850.

SHIPCHANDLERY DEPT.

COMPLETE SHIPS' OUTFITS.

DECK AND ENGINE ROOM STORES.

OILS, PAINTS AND VARNISH IMPORTERS.

ENGINEERS' TOOLS, INDICATORS, COUNTERS, Etc.

PACKING AND ASBESTOS GOODS.

AGENTS FOR DOBBIE MCINNES' NAUTICAL SPECIALITIES.

NEW
COLUMBIA
DANCE
RECORDS

AT

ANDERSON'S

OPPOSITE WISEMAN'S.

TEL. 1322.

Wm. Powell
TELEPHONE C. 346.

LATEST DESIGNS

AND

COLOURINGS

IN

COTTON VOILES.

SPONGE CLOTHS.

COTTON GEORGETTES.

NEW ADVERTISEMENTS

ELLIS KADOORIE SCHOOL FOR INDIANS.
THE SCHOOL SPORTS are POSTPONED TO WEDNESDAY, the 21st MARCH.
[543] SPORTS MASTER.

THE HONGKONG JOCKEY CLUB.
NOTICE IS HEREBY GIVEN that the weather permitting GYMKHANA MEETINGS will be held on the following Dates—
April 7th, May 5th, June 2nd, July 7th (Extra).
Oct. 6th, Nov. 3rd, Dec. 1st (Extra).
H. BIRKETT.
[544] Clerk of the Course.

GULA-KALUMPONG RUBBER ESTATES, LTD.

NOTICE.

ISSUE OF NEW TALONS WITH COUPONS Nos. 2140 ATTACHED.

HOLDERS of Share Warrants to Bearers are NOTIFIED that Forms relating to the above may be had on application to the Undersecretary. Debit Warrants should be listed on these Forms and presented intact (i.e. with the old Talons attached) at the offices of Messrs. LILBART & CO., LTD., Local Secretaries, GULA-KALUMPONG RUBBER, LTD., SHAH-KAI, where the Talons will be detached and forwarded to the London Secretaries of the Company to be exchanged for new Talons with Coupons Nos. 2140 attached.

By Order,
LOWE, RINGHAM & MATTHEWS,
Colonial Register.
Hongkong, 13th March, 1923. [542]

GULA-KALUMPONG RUBBER ESTATES, LTD.

NOTICE.

NOTICE IS HEREBY GIVEN that the ANNUAL GENERAL MEETING of the above Company will be held in London on MARCH 27th, 1923.
The SHARE REGISTER will be CLOSED from March 19th, to April 6th, both days inclusive.

By Order,
LOWE, RINGHAM & MATTHEWS,
Colonial Register.
Hongkong, 13th March, 1923. [541]

PROPOSALS FOR BEEF & MUTTON.
—Office: DEPARTMENT QUARTERMASTER, PHILIPPINE DEPARTMENT, Manila, P.I.
SEALED PROPOSALS, in Triplicate, will be received here until 11.00 a.m. on MAY 22nd, 1923, and then opened for furnishing BEEF and MUTTON—Fresh Frozen. Further information on application. [540]

"GLEN" LINE, LIMITED.
NOTICE TO CONSIGNEES.

From UNITED KINGDOM, PORT SAID, SUEZ AND STRAITS.

THE M.V. "GLENADE"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of The Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 20th March, 1923, at 5 p.m., will be subject to rent.
All broken, chafed and damaged packages are to be left in the Godowns where they will be examined in the presence of Consignees by Messrs. Goddard & Douglas on 20th March, 1923, at 10 a.m. Claims against the steamer including those for cargo short delivered must be presented on the special form provided, and must also be submitted within 30 days of arrival otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.
Bills of Lading will be countersigned by JARDINE, MATHESON & CO., LTD., Agents.
Hongkong, 13th February, 1923. [545]

ROYAL HONGKONG YACHT CLUB.

INTERPORT & INTERCLUB REGATTA AND CLOSING CRUISE

at the CLUB HOUSE, NORTH POINT.

SATURDAY, 17th MARCH, 1923.

LADIES' YACHT RACE—1st Gun, 2.15 p.m.
Rowing Events, Morning and Afternoon.
First REGATTA EVENT, after tiffin will be at 3 p.m.

"Hong" Four—4 p.m.

INTERPORT FOUR—5 p.m.

Special TRAM CARS from Post Office—2.15 p.m., 2.30 p.m., 2.45 p.m., and 3 p.m.

Special LAUNCHES from MURRAY Pier: 2 p.m. to 3.30 p.m., every 15 minutes.

The INTERPORT CREWS will be entertained to Dinner at the HONGKONG HOTEL at 8 p.m., when the Prizes won will be presented.

TICKETS may be obtained from—
Mr. D. C. LOGAN,
c/o Messrs. REISS & Co.

[539]

On the Bright Side,

Step across to the

HONGKONG CIGAR STORE

and you'll be

On the Bright Side.

[53]

INTIMATIONS

NOTICE.
BY arrangement We have relinquished the Agency of the BANCO NACIONAL ULTIMARINO, as from the 8th MARCH, 1923.
ARRATTON V. APCAR & CO.
[527]

NOTICE.
WE have authorized Mr. LIONEL EUGENE LAMBERT to Sign our Firm on THIS DATE.
LAMBERT BROS.
[535]

NOTICE.
THE Owners of the "NORSEMAN" will be AT HOME on board to their Friends at the P.R.C. CLOSING CRUISE and INTERPORT ROWING REGATTA on SATURDAY, 17th MARCH, 1923.
Dinghy or Launch from A. P. & S. STEPS.
[531]

INTERNATIONAL TRADE DEVELOPER, LTD.

WILL Clients please send Copy for 1923/24 ANNUAL? Back Page of Annual is still Open for Acceptance. Apply—8, Des Voeux Road.
[435]

A LANCASHIRE FIRM OF ENGINEERS.
Established 1839, Manufacturing Mining Machinery, i.e., Steam, Compressed Air and Electrically Driven Hoisting and Winding Machinery, also Builders and Contractors, etc., Winders, Electrically Driven and Gasoline Driven, Turbines and Pelton Wheels, require AGENT in China. Only those who can guarantee Good Business need apply. Box X.T., 891, Horwood, 170, Fleet Street, London.

COMPANIES (WINDING UP).

IN THE SUPREME COURT OF HONGKONG.

ORIGINAL JURISDICTION

IN THE MATTER OF COMPANIES ORDINANCE, 1911-1921.

AND

IN THE MATTER OF THE CHINA SPECIE BANK, LIMITED.

NOTICE IS HEREBY GIVEN that by Order made by His Honour Sir William Ross Davies, Kt., Chief Justice, in the above matter dated the 5th day of March, 1923, it was ordered that the CHINA SPECIE BANK, LIMITED, be wound up by this Court under the provisions of the Companies Ordinances of Hongkong, 1911-1921, and that the Official Receiver be appointed Provisional Liquidator of the Company and that JOHN HENNESSY SCRIV, of Victoria, Hongkong, aforesaid, incorporated Accountant, be continued as Special Manager of the Company until the further order of the Court subject to the approval of the Official Receiver.

NOTICE IS ALSO HEREBY GIVEN that the First Meeting of Creditors of the Company will be held at the Official Receiver's Office at the Courts of Justice, Victoria, aforesaid, on the 23rd day of March, 1923, at 11 a.m., and the First Meeting of Contributors will be held at the same place on the same day at 11.30 a.m.
Dated this 6th day of March, 1923.
GEO. F. HALL BRUTTON & CO.,
Solicitors for the Official Receiver. [500]

BOXING.

By permission of the Officer Commanding.

THE KING'S REGIMENT NOVICES TOURNAMENT

will take place at

MURRAY BARRACKS

on

THURSDAY, FRIDAY & SATURDAY,

MARCH 15th, 16th & 17th, at 9 p.m.

There will also be Middle and Lightweight Competitions open to the Services, and a 10 Round Contest on each night.

The Regimental Band will be in attendance.

PRICES OF ADMISSION:

Ring-side Seats, Reserved: General... £2.00

Two Small Stands: Public... 1.10

Large Stand (Services in Uniform)... 0.50

Reserved Seats may be booked and Unreserved tickets purchased at the School Room, situated at the Garden Road entrance to Murray Barracks, from Monday, 12th, to Wednesday, 14th, between the hours of 12 to 2, and 5 to 7 p.m.

The Army Tournament will take place at Murray Barracks on Thursday, Friday and Saturday, March 22nd, 23rd and 24th.

J. BAILEY, Lieut.,
President, Regimental Boxing Committee.
[523]

ISSUE OF 6% FRENCH TREASURY BONDS.

PRICE OF ISSUE FRS. 99 FOR FRS. 100 OF FACE VALUE.

FREE OF TAXES.

NO PRIZES.

BONDS OF FRS. 500 AND FRS. 5,000 EACH.

REPAYABLE at Holder's Option, as follows:

On the 8th of December, 1925 at par.

On the 8th of December, 1927 for FRS. 103.

On the 8th of December, 1929 for FRS. 108.

Coupons payable on the 8th of June and 8th of December of each year.

1st Coupon paid in full on the 8th of June, 1923.

Payable EITHER in cash,

OR by Remittance of 1921 Treasury Bonds due 8th June, 1923.

Subscription List will be Closed on the 4th of April, 1923.

Applications will be received by THE BANQUE DE L'INDO-CHINE, Prince's Building, Chester Road, V. MARBOT, Manager.

Hongkong, 6th March, 1923. [405]

INTIMATIONS

THE HONGKONG AND WHAMPOA DOCK CO., LTD.

NOTICE IS HEREBY GIVEN that the ORDINARY YEARLY MEETING OF SHAREHOLDERS will be held in the Office of the Company, 2, QUEEN'S BUILDINGS, Hongkong, on MONDAY, the 19th MARCH, 1923, at Noon, for consideration of THE DIRECTORS' REPORT AND STATEMENT OF ACCOUNTS for the year ending 31st December, 1922.

THE SHARE REGISTER and TRANSFER BOOKS will be CLOSED from the 17th to the 26th March, 1923 (both days inclusive).
By Order of the Board of Directors,
R. M. DYER,
Chief Manager.
Hongkong, 13th March, 1923. [534]

CHINA SUGAR REFINING CO.

NOTICE.

THE FORTY-FIFTH ORDINARY ANNUAL MEETING OF THE SHAREHOLDERS of the above Company will be held at the Office of the General Agents, PEDDER STREET, on TUESDAY, the 27th MARCH, at 11.30 a.m., for the purpose of receiving the Report and Statement of Accounts for the year ending 31st December, 1922.
The TRANSFER BOOKS of the Company will be CLOSED from the 13th to the 27th March, 1923, both days inclusive.

JARDINE, MATHESON & CO., LTD.,
General Agents.
Hongkong, 8th March, 1923. [514]

THE HONGKONG FIRE INSURANCE CO., LTD.

NOTICE TO SHAREHOLDERS.

THE FIFTY-FOURTH ORDINARY GENERAL MEETING OF SHAREHOLDERS will be held at the Office of the Undersigned on TUESDAY, the 27th MARCH, 1923, at Noon, for the purpose of receiving the Report and Statement of Accounts for the year ending 31st December, 1922.
The SHARE REGISTER and TRANSFER BOOKS will be CLOSED from the 13th to the 27th March, 1923, both days inclusive.
JARDINE, MATHESON & CO., LTD.,
General Managers.
HONGKONG FIRE INSURANCE CO., LTD.
Hongkong, 8th March, 1923. [508]

G. R.

1923-1924.

SEALED TENDERS will be received at the R.N. HOSPITAL until 10 a.m. on the 21st MARCH, 1923, from persons desirous of supplying Beet, Mutton, Pork, Beef, Cheese, Eggs, Corn, Flour, Acetate, Water, Ice, and other provisions, and necessities for the year ending 31st March, 1924.
Printed Forms of Tender and further particulars can be obtained at the R.N. HOSPITAL. The right to reject the lowest or any Tender is reserved.

F. DALTON,
Surgeon Captain, R.N.
R.N. Hospital,
Hongkong, 12th March, 1923. [636]

BUYING AGENCY.

LONDON CHEMICAL AND GENERAL ENGINEERS. World wide connection, established over 30 years open accept additional First Class Buying Agency or act as London Agents, Buying, Inspection, Supervision, under taken. Correspondence invited. Write Box 289, c/o the Hongkong Daily Press Office, 10, Des Voeux Road Central, Hongkong.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, on

WEDNESDAY, the 11th APRIL, 1923,

commencing at 3 p.m., at their Sales Room, Duddell Street.

ONE SET OF MINT MACHINERY.

This lot comprises a complete set of Mint Machinery capable of producing 100,000 (One hundred thousand) pieces 20-cent (Twenty cent) coins or 200,000 (Two hundred thousand) pieces 10-cent (Ten cent) coins per working day of 10 hours.

(Further particulars and inspection orders may be obtained from Messrs. GILMAN & CO., LTD., or the Undersigned.)
Terms—20% of Purchase Money to be paid on Fall of Hammer. Balance to be paid within two weeks of day of sale.

LAMBERT BROTHERS,
Auctioneers.
[528]

PARTICULARS

OF VALUABLE LEASEHOLD PROPERTY

Situate

No. 13, WING HING STREET, VICTORIA, HONGKONG.

To be Sold by Order of the Mortgagee

PUBLIC AUCTION,

IN ONE LOT

On

MONDAY,

The 14th DAY OF MAY, 1923, at 3 o'clock P.M.

By

Messrs. LAMBERT BROTHERS

At Their Office, Duddell Street.

THE Property consists of First ALL THAT piece of parcel of ground situate at Victoria in the Colony of Hongkong and registered in the Land Office as SECTION 4 OF INLAND LOT No. 1198 together with the messuage erections or buildings thereon now known as No. 13, Wing Hing Street and Secondly ALL THAT strip of land at the rear of the said Section 4 of Inland Lot No. 1198 being a scavenging lane. All of which premises are held for the residue of the term of 75 years from the 15th day of May, 1916, created by the Crown Lease thereof together with the valuable machinery now situate in or upon the said premises and at No. 1 Gordon Street.

Particulars and Conditions of sale may be obtained from

Messrs. HASTINGS & HASTINGS,

Solicitors,

8, Des Voeux Road Central,

and

Messrs. LAMBERT BROTHERS,

Auctioneers.
[527]

INTIMATION

WATSON'S

E

WHISKY

Gives
Perfect Satisfaction
because it is a Skilful
Blend of the Best
Highland Scotch
WHISKIES,
of Great Age, matured
in Sherrywood
Casks.

A. S. WATSON & CO., LTD.

Wine & Spirit Merchants.

ESTABLISHED 81 YEARS.

HONGKONG OFFICE: 104, DES VOEUX RD., C.

LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, MARCH 14th, 1923.

A CHALLENGE TO CHINA'S WAR LORDS.

PRESIDENT LI YUAN HUNG has generally been regarded as a "weak" President, but those who have taken that view of the Chief Executive of the Chinese Republic will now probably take refuge in the old saying that "even a worm will turn." At all events we imagine that all political circles which are aiming at the institution of real Constitutional Government in China will sing his praises now that he has, at long last, definitely thrown down the gauntlet to the military dictators who have so long usurped the authority of the Government. The Cabinet the other day resolved to resign en bloc rather than submit to military dictation. It will be agreed that, as a protest, this action is startling and to a certain extent commendable, but it brings no relief from a condition of affairs that is utterly anomalous and intolerable in a so-called Republic, for unless Ministers are prepared to make a firm stand, they but leave the military dictators to place their own puppets in the vacant offices. The President has taken the very sensible course of refusing to accept the resignations, and has definitely challenged the would-be dictators. He declares that he is determined to make this a decisive trial of strength between constitutional methods and any sort of interference by the militarists, who, as he rightly says, have been destroying China's standing and reputation. We are glad to see that the Cabinet has agreed to stand by the President, who has given a proof of leadership that is patently needed in China but which has for so long seemed to be entirely lacking. One had been practically forced to the conclusion that, with the single exception of Dr. Sun Yat Sen, there was not a political leader in China who was prepared to fight to a finish for the triumph of his political principles. We have often recalled the challenging declarations made by President LI YUAN HUNG on his return to the Presidency some eight or nine months

ago, and we have noted his frequent lamentations in mandates that the militarists had completely disregarded the pledges they had solemnly given to him, and had thus defeated all his hopes and expectations of improving the political conditions in China. But these lamentations left the reader cold, for they were not followed up by any indications that the President was prepared to do anything but meekly submit to the force of circumstances. Such an attitude obviously laid him open to the reproaches that have frequently been levelled against him in the ardent republican Press, namely, that his chief anxiety was to keep himself in office for the sake of its emoluments and such personal prestige as the mere title of President of the Republic carries. But this is to seriously misjudge his personality. He is slow to move, but when he does move he is prepared to go through with the task. Those who remember the history of the Revolution will recall that it took a lot of persuasion and pressure to induce General LI YUAN HUNG to assume the chief command of the revolutionary army. It would seem that pressure has had to be applied to the very last straw to get him to stand up as the President of the Republic against the military dictatorship and in defence of the Constitution. Now that he has spoken the word for which the country has been long waiting, all who have the welfare and progress of China at heart will be inspired with new hope. The immediate future may not be without anxiety. We have yet to learn how the War Lords concerned will receive the challenge. There need be no trial of military strength," says the President, but the moral and constitutional aspects of the question, we fear, are not much regarded in military circles. The War Lords, however, are well aware that the President and Cabinet in this struggle will have the support of the thinking masses of the country and that they need only stand firm to win. It is an epoch-making incident in Chinese politics and one that should bring within measurable distance of accomplishment the plans for bringing the army under the effective control of the Civil Government, and so make the reunification of the country possible.

The destitute Russians in Manchuria are said to number 32,000.

Colonel W. Loring, R.A., well-known in Hongkong, has been appointed Colonel R.A. of the Northern Command, York.

The dates of the Gymkhana meetings during the year are announced in an advertisement published to-day. Besides the regular five, two extra gymkhana are announced.

The Tientsin Golf Club is proposing to purchase a site for a new golf course at a cost of about \$50,000. Should the proposals go through the entrance fee of the club will be raised to \$100 and the annual subscription to \$50, while the cost of the links will be met by debentures to the amount of \$50,000 bearing interest at 8 per cent.

There were twelve Chinese deaths from small-pox in the Colony during the week ended last Saturday. There were five deaths from the same disease the week before, and last week there were ten new cases. Of these three only were from Victoria, and the other seven were in Old and New Kowloon. Other cases of notifiable disease last week were: Diphtheria, one Chinese; enteric fever, two Chinese; both fatal; cerebro-spinal fever, two Chinese; one fatal; rabies, one, fatal. There was also one death from influenza (a Chinese).

Manila must be a paradise for lawyers, judging from the following paragraph which we extract from the Manila Times: "Attorney Thomas D. Aitken of this city may collect nearly P.150,000 from the Eastern Extension, Australia and China Telegraph Company as a result of a judgment rendered in his favour by Judge Harvey of the City Court of First Instance Wednesday. The amount comprises Attorney Aitken's regular retainer of P.1,000, a contingent fee of 25 per cent of the amounts received and an additional fee as his participation in the amount received by the company on account of its subsidy claim. In accordance with the judgment rendered in his favour, then, Attorney Aitken will receive his regular retainer of P.1,000 plus the sum of P.117,080.73 as contingent fee, and P.21,506.29 as his participation in the amount recovered by the defendant company on account of its subsidy claim up to February 29th, last."

London received last month supplies of fresh fruit from China. With leaves and stalks as when picked from the bushes by Chinese coolies, fresh lychees could be bought in Oxford-street or Kensington. They are a most refreshing fruit, says a Home paper.

In no fewer than 33 schools in Japan "intelligence tests" have been substituted for examinations and so successful is the system proving that the Education Department is making investigations into the possibility of introducing it throughout the whole country.

A pilot boat, 75ft between perpendiculars, 80ft overall, with a 17ft. 6in. beam, and 8ft. 3in. depth, has been built in Shanghai for use on the harbour of Newchwang. The boat on her trial attained a speed of 9 knots. She will be the first steam boat used by pilots at Newchwang.

In the annual report on the Volunteer Corps in Tientsin a very interesting suggestion is made, that the members should undergo a short period of intensive training annually at some place away from Tientsin. This will involve an understanding with employers for extra leave. To this, a large number of employers, both British and American, have given their support.

H.E. GENERAL SIR MANOEL DA COSTA, K.C.M.G.

General Sir Manoel da Costa Gomes, K.C.M.G., was on Monday the guest of Mr. F. P. de V. Soares at a tea party held at the latter's residence in the New Garden City (Homuntia). The children of the Kindergarten School, which temporarily occupies a room in Mr. Soares' house, presented an address of welcome to the General, who received it very kindly and showed his appreciation by picking up the children in his arms and kissing them. His Excellency was greatly interested in the Homuntia settlement and the work now in progress for its extension, and especially in the educational effort which Mr. Soares has inaugurated in his home in the hope that a suitable school building may soon be provided. General da Costa was accompanied on his visit by the Portuguese Consul-General, the officers of the Portuguese cruiser *Albatroz*, the Presidents of the Lusitano Club, and the Club de Recreio and others.

Sir Robert and Lady Ho Tung entertained H.E. General Sir Manoel Gomes da Costa, K.C.M.G., to tea at Idwell yesterday afternoon. Representatives of the Portuguese and Chinese communities were also the guests of Sir Robert. Among those present were Senor Cerveira d'Albuquerque e Castro, Consul-General for Portugal, Lima, and Mr. Cerveira, Capt. Santos Pedro and Officers of the Portuguese garrison *Patru* and Mrs. Santos, Capt. Sebastiao Jose da Costa, Chief of the Cabinet, Macao, Mr. and Mrs. A. F. B. Silva-Netto, Mr. J. E. de Salazar Alves, Mr. and Mrs. C. F. de Carvalho, Mr. P. V. Botelho, Mr. J. P. Braga, Mr. Hon. Mr. Chow Shou Son, Mr. N. Hon Tze, Messrs. Liang Shih Yi, Ho Fook, Lo Cheung Shiu, Ho Wing Mr. Chan Tin Son, of Yuen Fat Hong, Mr. Wing Ping Sun, Chairman of the Tung Wah Hospital, Chey. Francisco Tse Yat, Messrs. Sin Tak Fan, Yip Lan Chuen, S. W. Tso, Wong Kwong Tin, Ho Kwong and M. K. Lo.

H.E. Sir Gomes da Costa was particularly interested in the collection of caries and paintings which he was given an opportunity to examine. The Chinese scrolls also interested His Excellency and a very pleasant afternoon was spent.

THE WINDS OF HONGKONG.

A memoir on the Winds of Hongkong, by Mr. T. F. Glaxton, F.R.S., Director of the Royal Observatory, is published as an appendix to the Hongkong Observations of 1921. It contains six pages of text and 25 tables giving the diurnal and annual variation of the north and east components, direction and velocity of the wind at the Observatory and at Victoria Peak for the period 1914-18, with mean daily, monthly, and annual values. The results are shown graphically in 11 plates.

The annual range of wind direction is nearly the same at the Peak as at the Observatory, though the range of velocity and the mean velocity is greater

CABLES.

[THROUGH REUTER'S AGENCY.]

BRITISH NAVAL ESTIMATES.

BIG REDUCTION IN NAVAL EXPENDITURE.

[CREATING A NAVAL BASE AT SINGAPORE.]

LONDON, March 12th.

In the House of Commons, the Right Hon. L. C. Amery (First Lord of the Admiralty) moving the naval estimates, pointed out that as a result of the Washington agreement the estimates had been reduced from £25,000,000 to £18,000,000 in twelve months by reducing the personnel of the fleet by twenty thousand, the personnel of the dockyards by ten thousand, and scrapping fourteen splendid capital ships, reducing the reserves of munitions and fuel stores to the very minimum of safety, postponing necessary expenditure, and accepting risks only fit to be contemplated with serious misgivings. The Admiralty had not assumed this grave responsibility without due consideration, but considerations of national world welfare had outweighed technical arguments for a larger measure of insurance. The reductions far exceeded the strict terms of the Washington agreement. He believed Great Britain's example would prove the determining factor in securing an early ratification and effective carrying out of the treaty by all the Powers concerned.

Colonel Amery proceeded to point out that both America and Japan had reduced their personnel, though not on as large a scale as ourselves. Comparing naval strengths, he pointed out the superiority of the United States and Japan as regards post-Japan ships and vessels of over 30,000 tons, and the British superiority over the United States in cruisers and light cruisers, but marked inferiority in destroyers and submarines, while the personnel was 66,500 compared with 118,400 of the United States. He emphasised that the latitude with which we had interpreted the one-power standard, was only justifiable by a desire to avoid promoting competition on armaments and the goodwill between ourselves and the United States.

BALANCE OF POWER IN THE FAR EAST.

We had dealt with the problem of the balance of naval power compared with Japan in the Far Eastern and Pacific waters with the same latitude by spreading over long periods of years work respecting fuel bases and improvement of dockyard facilities.

Dealing with the proposal to create a naval base at Singapore capable of dealing with the requirements of a fleet of modern battleships, he emphasised the advantage of the situation of Singapore on the route to the Far East and on the flank of our strategic and commercial lines of communication, with Australia. Only £200,000 were required in the present estimates for preparatory work there, but the total cost of equipment of graving docks, locks, workshops and stores would be about £1,000,000, spread over a great number of years. He emphasised that Great Britain had reached the limit of possible reductions in her personnel and general naval strength.

Pointing out the obstacles to mobility of the fleet, like lack of supplies of oil and docking and repairing facilities abroad, Col. Amery said that at present we were unable to send a battleship to the Far East or maintain her there. It was in order to remedy this state of affairs that we were gradually building up oil reserves at various strategic centres along the ocean routes, making a very small beginning with necessary preparations for the scheme at Singapore. There was at present no dock in British territory anywhere in the East capable of taking a battleship.

NO EXTENSION OF FACILITIES AT HONGKONG.

The Washington Treaty precluded our extending the facilities at Hongkong. Emphasising the importance of Singapore's strategic position, Col. Amery said it was for us almost what the Panama Canal was to the Americans, and was our gateway to the Pacific. Only comparatively small sums would be required for the works there in the near future.

There was in this scheme no suggestion of any difficulties in our relations with Japan. On the contrary, if there were even apprehension of such difficulties, we should not be dealing in such a leisurely fashion with such essential work. We are simply carrying on in our own time a measure essential for the fleet's performance of its proper function in Imperial defence.

THE SINGAPORE NAVAL BASE PROJECT.

LONDON, March 12th. Mr. Darbishire (formerly a merchant at Singapore) said that he was of the opinion that it was contrary to the spirit of the Washington agreement to move a few hundred miles from Hongkong, and then embark on an expenditure of £10,000,000.

Rt. Hon. L. C. Amery declared that the policy was in no wise aimed against Japan, but merely sought to restore to the navy, in these days of oil fuel, the mobility it enjoyed in the days of coal and small ships.

Col. Amery agreed on the necessity of discussing the Singapore and other naval problems with the Dominions, in order to secure a united front.

BRITISH ARMY ESTIMATES.

BIG REDUCTIONS.

LONDON, March 12th.

The Army estimates for 1923-1924 are £232,000 compared with £263,000,000 last year, and provide for an establishment of 170,000 men compared with 215,000.

LATEST CABLES.

THE IRISH ARRESTS.

THE IRISH OFFICIAL REPORT.

LONDON, March 12th.

The Irish official report says that there were 110 Irish arrests in Great Britain, including 19 women. The arrests in London numbered 33, Manchester 8, and Liverpool 22.

EARLIER CABLES.

INCREASE OF REBEL ACTIVITIES IN IRELAND.

LONDON, March 12th.

The Irish arrested in England and Scotland arrived at Kingstown aboard a cruiser and two destroyers and have been interned in Mountjoy prison, Dublin.

LONDON, March 12th.

In the House of Commons, Mr. W. C. Bridgman, replying to Mr. Ramsay MacDonald, said the arrests of Irish individuals were carried out during the week-end under the Restoration of Order in Ireland regulations. There had lately been a progressive increase of Irish Republican activities in Great Britain, and the Government possessed material clearly indicating the existence of a quasi-military organisation which was prepared to do its utmost to co-operate with the Irregulars in Ireland, and even resort to acts of violence in Great Britain; therefore it was clearly the Government's duty to take action. The arrests were made at the instance of the Free State Government. The arrested persons would be held in custody by the Free State Government in their own country, which seemed the most effective method of dealing with people who were claiming to be Irish and were acting in the interest of Ireland, and had grossly abused the hospitality of Great Britain. All the arrested persons were informed that they might make representations to an advisory committee which would be appointed.

DEBATE IN HOUSE OF COMMONS.

LONDON, March 12th.

The deportations and arrests of rebels in Britain, including one Englishman and one Scotsman, and their deportation to Ireland without trial, were debated in the House of Commons when Mr. Jack Jones moved the adjournment of the House. The Communist, Mr. Newbold, seconded his protest at the irregularity of the action and was supported by Mr. Ramsay MacDonald.

Mr. Bridgman, defending the action, read captured letters from Ireland showing steps to obtain arms in England and efforts to get spies into the Foreign Office and the Irish High Commissioner's Office in London. He said the Advisory Committee to which the deportees could make representations will be presided over by the former Lord Chief Justice, Traversfield. The Free State Government had undertaken to do nothing beyond internment of those arrested until it had obtained the previous consent of the British Government.

Sir John Simon expressed the opinion that the material before the Home Secretary compelled grave and careful action. He showed that the Court of Appeal in 1921 held such action legal, but he questioned the wisdom of Mr. Bridgman's policy, especially the apparent indefinite internment.

The Attorney-General said the Government would be undertaking the gravest responsibility if, on the request of a self-governing Dominion, it declined to put into operation the special legislation it possessed for the maintenance of order in that Dominion. We here had adopted the course pressed by the Free State Government.

Mr. Jones' motion was rejected by 250 votes to 152.

LATEST CABLES.

CYCLONES IN AMERICA.

MANY FATALITIES AND MUCH DAMAGE TO PROPERTY.

New York, March 12th.

Over forty people have been killed and hundreds injured, while damage to the extent of millions of dollars has been caused by a great cyclonic storm, accompanied by snow or torrential rains, which is sweeping the country from the Rocky Mountains to the Appalachians. Tennessee is the worst sufferers, but portions of Virginia, Kentucky, Illinois, Mississippi, Arkansas, Wisconsin and Indiana have suffered casualties and property losses.

EARLIER CABLES.

DISASTROUS EFFECT TO LIFE AND PROPERTY.

New York, March 12th.

Cyclonic storms from the south-west have swept the country with disastrous effects to life and property.

Twenty were killed, 75 injured and 50 houses levelled at Pinson (Tennessee). Several children were killed and injured at Portsmouth (Ohio) by gales unroofing school buildings.

WRECK OF THE "MINDINI."

CREW AND PASSENGERS SAVED.

Melbourne, March 12th.

The steamer *Naura Chief* has rescued the crew and passengers of the steamer *Mindini*. The master has been instructed to land them at Sakmarai, in New Guinea.

LATEST CABLES.

THE RUHR.

DIFFICULTIES WITH HOLLAND PARTIALLY REMOVED.

The Hague, March 12th.

In the States General, Foreign Minister Karnebeck said that the attitude of the French and Belgian Governments gave reason to hope that the worst difficulties had been surmounted regarding the import of goods from the occupied portion of Germany. Trains and boats which had previously been stopped were now being allowed to pass, but negotiations were still proceeding concerning the coal tax. As long as the present conditions continued, Holland's economic life, particularly in the maritime towns, would suffer seriously.

UNENVIABLE POSITION OF BUER BURGMASTER.

BERLIN, March 12th.

It is reported from Dortmund that the French commander has informed the Buer Authorities that if any more Frenchmen are murdered there, the Chief Burgomaster, who is now held as a hostage, will be immediately shot.

EARLIER CABLES.

GERMANS TO BE PITILESSLY PUNISHED.

LONDON, March 12th.

Reuter learns that as far as the Ruhr railway situation arising from the negotiations between Generals Godley and Payot are concerned, the matter is now considered settled between the British and the French Governments. The arrangement has not been ratified, and probably will not be, as it is in the nature of a working agreement, coming into force as soon as local details are settled.

Dusseldorf, March 12th.

Two Germans have been arrested at Buer in connection with the murder of the two Frenchmen mentioned on the 10th instant. They attempted to escape, and the gendarmes fired, killing both. Owing to the crowd's threatening attitude, French troops fired, killing five Germans.

BERLIN, March 12th.

A German source at Buer asserts that it has been officially established that French soldiers murdered the two French officers, and also declares that a German detective and two civilians were shot dead at Buer last night by the French because they were found out of doors after sowing in the evening, in violation of the French curfew order.

Paris, March 12th.

In a speech at a banquet yesterday evening, M. Poincare said the murder of French officers at Buer would be pitilessly punished, and the victims be avenged. He would meet General Degoutte at Brussels to-day to discuss measures and sanctions which ought to be taken.

LONDON, March 12th.

According to a German report, messages from Berlin state that Francois Leaders, who is a Reichstag member, has been arrested by French soldiers, near Hagen, and taken to the guard room.

BRUSSELS, March 12th.

M. Poincare journeyed hither from Paris to participate in a conference with M. Thunis, at which they decided on measures for accelerating the deliveries of coal and coke from Germany, and other arrangements and co-operative measures in connection with the Ruhr. It was resolved not to evacuate the recently-occupied territories merely on the strength of German promises, or without obtaining guarantees for the Germans who collaborated with the Allies.

MINISTERIAL APPOINTMENTS.

RESULT OF THE BYE-ELECTIONS.

LONDON, March 12th.

New Ministerial appointments are announced, occasioned by the results of the Edgely, East Wiltshire, and Mitcham bye-elections. Major Boyd Carpenter becomes Financial Secretary to the Treasury, Lieut-Colonel Buckley and Mr. H. B. Dutton become Parliamentary Secretaries to the Department of Overseas Trade and Ministry of Labour, respectively, and Commander Godfrey Locker Lampson becomes Parliamentary Under-Secretary in the Home Office.

THE NEAR EAST.

OPTIMISM OF THE AUTHORITIES.

MALTA, March 12th.

The optimism of the authorities with regard to the Near East is evidenced by the fact that the battleship *Malaga* and the light cruiser *Caracona* and *Cambrian* are being withdrawn from eastern waters and are expected home on Thursday. They will proceed to Gibraltar on Saturday to rejoin the Atlantic fleet. The battleship *Iron Duke* has arrived from the Dardanelles.

PLAGUE AT MALAYA.

RESENTMENT REGARDING NOTIFICATION.

MADRID, March 12th.

A deputation from Malaya has protested to the Government that harm has been caused to the town in consequence of the notification of it being infected with bubonic plague. It is said that there have been only two cases of the disease, which is not spreading.

LATEST CABLES.

WORLD'S RUBBER SUPPLY.

SURVEY BY AMERICAN COMMITTEE.

LONDON, March 12th.

The New York correspondent of the *Times* states that the Rubber Association of America has named a committee of seven, under the chairmanship of Mr. Hotchkiss, to co-operate with the Department of Commerce in making a world survey of crude rubber. The directors unanimously approved of the recommendations made to the British committee which lately visited the United States, asking for the abolition of the Stevenson plan, and immediate consideration by the Stevenson committee of the request to release rubber, regardless of quarterly periods or prices. The association has decided to address any future protests to Great Britain through the United States Government.

EARLIER CABLES.

RUBBER RESTRICTION.

MR. CHURCHILL DEFENDS SCHEME.

LONDON, March 12th.

Mr. Churchill, in a statement with regard to the rubber restriction scheme, points out that before the scheme was enforced the whole industry was falling into ruin. He does not believe the scheme can injure the United States rubber manufacturers. On the contrary, some of their best authorities are of opinion that stabilisation at two shillings a pound would be perfectly satisfactory. It is too early to forecast the ultimate results of the scheme, but if it succeeds in sustaining the vital industries of the Malay States and Ceylon, and tends to improve Anglo-American exchange, it should cause general satisfaction. Mr. Churchill pays very high tribute to the loyalty of the Malay States, and expresses the greatest confidence in the judgment of Mr. Stevenson who in the past six years advised him on commercial matters in an honorary capacity, and specially studied the rubber industry in the Colonial Office for over a year. He had procured the unanimous agreement of the growers to a scheme which the Cabinet had unanimously approved in October. "It surely is certain that the new Government will not plunge a valuable industry of important Crown Colonies into the uncertainty arising from infirmity of purpose or change of plans."

LATEST CABLES.

THE "RUM FLEET."

PREPARATIONS FOR AN ATTACK ON AMERICA.

New York, March 12th.

Advices from London state that a German syndicate is preparing to finance extensive smuggling operations in America. There are also other indications which lead the authorities to believe that the Atlantic Coast of America is facing an attack by the rum fleet, from three quarters of the globe. A squadron, alleged to have come from the vicinity of the Bahamas, is already rocking off the northern New Jersey coast, and preliminary landings are reported to have been made.

BIG CRICKET SCORES.

Melbourne, March 12th.

The M.C.C. were all out for 71. Liddell took 4 wickets for 18 and Wallace 3 for 50. Victoria replied with 817 for 6, Love contributing 192, Park, 101, Liddell 102, and Ransford 118 not out. The M.C.C. going in again, hit up 239 without the loss of a wicket, Wilson compiling 140 and Hillwood 132, and the match was drawn.

HOME FOOTBALL.

FIRST LEAGUE.

The results of Monday's league matches are as follows: Blackburn 1 Liverpool 1, Birmingham 4 Sheffield United.

THE DAVIS CUP.

New York, March 12th.

The Argentine has issued a challenge in the Davis Cup competitions.

FOOTBALL CUP.

LONDON, March 12th.

The draw for the English Football Cup semi-finals, to be played on March 24th, are as follows: Southampton or West Ham v. Derby County, at Chelsea; Sheffield United v. Bolton, at Manchester.

EARLIER CABLES.

RUSSIA'S FUTURE.

DR. NANSEN ON THE NEW ECONOMIC POLICY.

CHRISTIANIA, March 12th.

Dr. Nansen, lecturing, said the Russian leaders were carrying out a new economic policy, sincerely and cautiously, and he believed they would succeed. The time was not distant when Russia would be once again an important factor in the economic life of Europe.

BRITAIN'S TRADE RETURNS.

LONDON, March 12th.

The Board of Trade returns for February show exports £27,000,000 and imports £23,855,000, being reductions of £2,422,000 (and £15,844,000 respectively, compared with January).

FAR EASTERN CABLES.

NEWS.

[THROUGH REUTER'S AGENCY.]

PEKING POLITICAL SITUATION.

CABINET RESUMES OFFICE.

PEKING, March 12th.

General Wu Pei Fu wired yesterday urging the members of the Cabinet to withdraw their resignations, saying that the demand for the appointment of his nominees was not meant as hostile to the Cabinet.

The Cabinet resumed office to-day, but owing to the absence of several members from Peking no formal meeting was held.

DRASTIC ACTION AGAINST SUN YAT SEN ADVOCATED.

Uncertainty is felt as to the length of the Cabinet's tenure of office, as Tsao Kun and Wu Pei Fu have not withdrawn their demands, but are still advocating drastic action against Dr. Sun Yat Sen which, moreover, is offending the pro-Sun Yat Sen members of Parliament.

PRESIDENT WILL NOT ACCEPT MILITARY DICTATION.

PEKING, March 12th.

President Li Yuan-hung has issued a statement with reference to the present crisis, declaring that he has no intention to submit to military dictation, and, accordingly, has informed the Cabinet that they could not resign. They had been voted to office by Parliament and they could only be voted out of office by Parliament. The President says he is determined to make this a decisive trial of strength between constitutional methods and the sort of interference by militarists which is destroying China's reputation.

[BY COURTESY OF THE "DAILY BULLETIN."]

PRESIDENT LI AND THE WAE LORDS.

NOT ALARMED BY THREATS.

PEKING, March 12th.

President Li Yuan-hung requested Mr. Lenox Simpson (one of his advisers) in view of the foreign anxiety, to make a statement to Reuter's Agency of the views he held as to the action he proposed to take in the present crisis.

President Li Yuan-hung, at the outset, declared that he had no intention to submit. He was not alarmed by the threats that had been made, and he would stand firm and follow the will of the people.

The report of his intention to leave Peking was untrue, and he wishes that this will be a decisive show-down of all the cards.

Proceeding, President Li Yuan-hung declared that there need be no question of a trial of military strength. The question was a moral and constitutional one, and public opinion was the greatest army of all. So long as the Chinese people had confidence in him and supported him there need be no fear. His policy now was to press for a solution of all the problems stated in his original declaration made at Tientsin last June before resuming his Presidential Office.

The Cabinet yesterday had agreed to stand by him, and so long as a united front was preserved and Parliament stood firm, there was no cause for anxiety.

Mr. Lenox Simpson added that the President, though anxious, seemed to be full of determination, and he is much heartened by the great wave of support he is receiving from public bodies and newspapers of all shades of opinion.

[BY COURTESY OF THE "CHINA MAIL."]

AGITATORS ON TRIAL.

WOMAN LEADER ONE OF ACCUSED.

St. Joseph, Michigan, March 12th.

A case is attracting interest all over America in which Mr. William Foster, leader of the 1918 steel strike, is being tried under the Michigan syndicalism law, and a score of other leaders, including Mrs. Pastor Stokes, are also indicted.

OBITUARY.

COMMANDER VON MUELLER.

BERLIN, March 12th.

The death has occurred at Brunswick of Von Mueller, ex-Commander of the German raider *Emden*. (It will be recalled that the German raider *Emden*, commanded by Von Mueller, escaped from the China station on the outbreak of war, going south, whilst the rest of the German squadron crossed the Pacific, fought Admiral Sturdee off the Falkland Islands. The *Emden* did considerable damage to shipping in the South Pacific and Indian Oceans. In a daring raid on Penang she sank the Russian cruiser *Lentichug* and the French destroyer *Monique*, and later the raider fired a few shots at Madras. On November 9th, 1914, the *Emden* was destroyed by H.M.S. *Sydney* at the Cocos Islands, and Von Mueller taken prisoner.)

[THROUGH REUTER'S AGENCY.]

THE HANGCHOW DEATH ROLL.

THIRTY STUDENTS POISONED WITH ARSENIC.

PEKING, March 12th.

The latest reports from Hangchow state the death-roll at the Chekiang Provincial First Normal School has now reached thirty. An analysis of the food disclosed the presence of arsenic.

CHUNGKING FIGHTING CAUSES FIRE.

PEKING, March 12th.

In the serious fighting at Chungking on March 7th and 8th a fire broke out which destroyed practically half of the city, but no details are available.

TSINGTAO PROPERTY NEGOTIATIONS.

PEKING, March 12th.

The director of the Kuochow Administration has informed the Government that as the result of negotiations, the Japanese have agreed that China shall pay \$600,000 for the transfer of movable property at Tsingtao.

THE COTTON EMBARGO.

PEKING, March 12th.

With regard to the embargo on cotton announced by the Government to the Diplomatic Body recently, it is pointed out that such action is contrary to the Treaty.

TREATY OF 1915.

JAPAN'S REPLY A FOREGONE CONCLUSION.

TOKYO, March 12th.

The Foreign Office yesterday gave out a brief resume of the Chinese Note requesting the abrogation of the Treaty of 1915. Reuter understands that a reply has already been prepared and will be forwarded after its approval by the Privy Council. The nature of the reply is a foregone conclusion. It is understood it will courteously but firmly decline to enter into negotiations.

[BY COURTESY OF THE "DAILY BULLETIN."]

THE TREATY ABROGATION.

CAUSTIC JAPANESE PRESS COMMENT.

LATER.

The comment in this morning's papers is more or less caustic, but the opinion is unanimously expressed that Japan's only course is to refuse.

The papers point to the extraordinary procedure of China in approaching Japan and summarily abrogating a Treaty which has now been in operation for eight years without even suggesting revision.

PEKING, March 12th.

It is understood that the messenger who conveyed the Note from the Chinese Government with reference to the 1915 Treaty to the Japanese Legation left the Note on a table and departed.

The Note has not yet been filed, and it is not certain whether it will be.

PRESIDENTIAL LUNCHEON.

PEKING, March 12th.

President Li Yuan-hung entertained at luncheon several of the leading Chinese diplomats yesterday, when it is understood they discussed the abrogation of the Treaty of 1915.

[BY COURTESY OF THE "CHINA MAIL."]

SUBMARINE VOLCANIC DISTURBANCES.

H.M.S. "CARLISLE'S" DISCOVERY OF A NEW ISLAND.

SINGAPORE, March 12th.

Following a volcanic disturbance, H.M.S. *Carlisle* wirelessed the F. & O. s.s. *Morea* on March 9th, that eruptions were occurring in lat. 10°10' N., Long. 109°20' E. A new island was formed at this spot. The *Morea* sighted Pulo Ceir De Mer at five in the afternoon and the new island 83 minutes later. It is estimated that the island is half a mile long and 50 feet high.

LABOUR M.P. CALLED TO THE BAR.

Mr. Alfred Short, the Labour member of Parliament for Walsbury, was called to the Bar at Gray's Inn on January 26th. He is the first of the Labour members who have risen from the ranks of the workers to join the legal profession. Only a few years ago he was working at a workshop bench and devoting his leisure hours to study. He became well known for his services on Sheffield public bodies, and was elected secretary of the Boilermakers' Union. In 1918 he won Walsbury for Labour, and held it at the General Election of 1922.

NAPIER JOHNSTONE'S

'N. J. CLUB' SCOTCH

The "Peg"
pre-eminent
since
1745



OBTAINABLE FROM
LANE, CRAWFORD, LTD.
AND ALL WINE MERCHANTS

This pure old Whisky has had, since 1745, a great reputation amongst connoisseurs for its mellow flavor, and still maintains a world-wide identical quality.

Build up those organs upon which your constitution depends. **HORLICK'S MALTED MILK**, the invigorating FOOD-DRINK, helps Nature to revitalize the whole system. Malted Barley, Wheat and Milk in concentrated form. Needs no cooking, simply add a little water, hot or cold.

Of all Chemists and Stores.

HORLICK'S MALTED MILK

HORLICK'S MALTED MILK CO.
SLOUGH, BEDFORDSHIRE, ENGLAND.

WALLACE FARLEY, 1, THE BUND, SHANGHAI.

Thos. Cook & Son.

BANKING AND EXCHANGE DEPT.
COOK'S CIRCULAR NOTES combine
MAXIMUM SAFETY with **CONVENIENCE**.
A special feature is the precautions Taken to ensure
the maximum safety possible.

Ask for descriptive booklet at any of our offices.
Head Office: LUDGATE CIRCUS, LONDON E.C. HONGKONG HOTEL BUILDING
Local Address: Telephone: Central Nos. 524-5.
Telegraphic Address: COUPON

EXPANDED METAL

FOR PLASTER WORK AND RE-INFORCED CONCRETE CONSTRUCTION

AS USED IN NUMEROUS IMPORTANT WORKS IN		FOR FLOOR, ROOF, FOUNDATION, WALL, ETC.
---	--	--

GREAT BRITAIN AND AMERICA.
STOCK LIST, SAMPLES AND PRICES ON APPLICATION.
DODWELL & CO. LTD. Machinery Dept.

PARIS FASHION NOTES.

[FROM OUR SPECIAL CORRESPONDENT, MARCEL RAMSAY.]

Paris, February 25th.
The beautiful Champs Elysees theatre was packed to suffocation point one night last week when the Bal des Petits Lits Blancs was held in all its usual splendour. This is, perhaps, the most fashionable public ball of the year, the most important objective—to help the unfortunate orphans which the war left in its track—being sufficient in itself to ensure a committee composed of the social and military elite of France and an attendance of as many thousands as can pack themselves into the Champs Elysees theatre. The attractions supplied by the cream of Parisian artists showing in the capital at the moment, not to mention the tempting bait of lottery prizes, including several motor-cars and a hundred or so models and fur coats from the big couturiers, thrown in with one's ball ticket, prove irresistible to the remainder of a community who might, otherwise, not bother about the fate of war or any other type of orphans.

A novel and practical feature of the ball was a circular aluminium bridge, along half-way between the stage and the auditorium, on which took place the important business of the lottery drawing as well as the side-shows and sketch provided by the assisting artists. The practical side of the idea was that it enabled the crowds on both sides of the theatre to have a perfect view of the proceedings and thus do away with the necessity of wasting all the valuable space of the stage on this part of the evening's attraction. The chief note about this brilliant function, from a fashion point of view, was the extravagance of the head-dresses worn. Nothing appeared to be too fantastic, either in the matter of price, colouring, design or materials chosen. One woman wore a tight fitting cap of pearls which completely covered up her head and ears, and looked at a distance as though the wearer had soaped her head over before coming out. Another had swathed her head in smoke-grey filmy lace, draped it round underneath her chin and the lower part of her face, and left the long ends to trail down on one side. Another girl wore a peculiar triangular-shaped strap embroidered all over with tubular-shaped crystal beads; the base of this was laid right across the forehead and the two ends were caught under the chin with a clasp; the point at the back was drawn tightly down and also fastened with a clasp; only the ears and a slight patch of hair on each side remained visible, and the whole effect was thoroughly delightful and in keeping with the tendency towards Renaissance ideals, as it recalled in a charming modern way the portraits of great ladies of the period which are one of the joys of the Florence galleries.

An idea which was adopted by many was that of tight rolls of material—for preference, of silver—mounted on the edge of silk net or other transparent material cut in the shape of a diadem. At first, this style of head-dress strikes one as being heavy and over-powering, but one soon becomes accustomed to it. Strangely enough, it reminds one of the imposing head-dresses worn by the patriarchal women of biblical times—or at least, of these women as artists are wont to picture them for us. For this reason, no doubt, they look curiously in keeping with a setting as characteristic of our modern Babylon as a Parisian society ball.

The Egyptian type of head-dress was also worn a great deal. This shows a semi-circular flat in front and two similar flaps falling over the ears. One woman caused something of a sensation by appearing in a Renaissance dress of silver, made with a tight-fitting bodice, a long, full skirt, and a wired silver lace collar that stood up all round her head in true Medicean style. Amongst the minor sensations of the evening were other head-dresses, and toilettes quite as charming, if less startling. Of these, the fancy combs for the hair are to be noted. The latest designs are wide and not very high, so that they sink into the coil of hair placed low down on the nape of the neck, and they are bedecked with feathery tufted sprays which imitate, as much as possible, a peacock's tail.

Another idea is to attach the back and head of a bird so that it spreads from end to end at the back of the head. Tufts of feathery fronds are arranged in flat mounts that are fixed on to a band that encircles the forehead; these stick up in front and take the place of the popular diadem bandeau.

The new evening dress hair-pin, seen in all its glory at this ball, is very dainty and light. Instead of being the inspiration for its form and colouring, Butterflies, dragonflies, and the like have wings of gossamer gauze with a touch of velvet in a pale shade and they scintillate with the dull beads in some deep shade which are stitched on to them; incidentally, they are very quaint and look very charming in the hair.

A couple of quills painted gold or silver make another good bandeau for a woman of moderate means who likes to have plenty of change in the matter of her hair ornaments. Arranged Nero fashion, crossed in front, they make quite a good splash of colour when worn with a black dress as a foil. I saw several effective combinations of this kind carried out by means of scarlet, Veronese green and gold painted quills, and worn with a black gown as a foil.

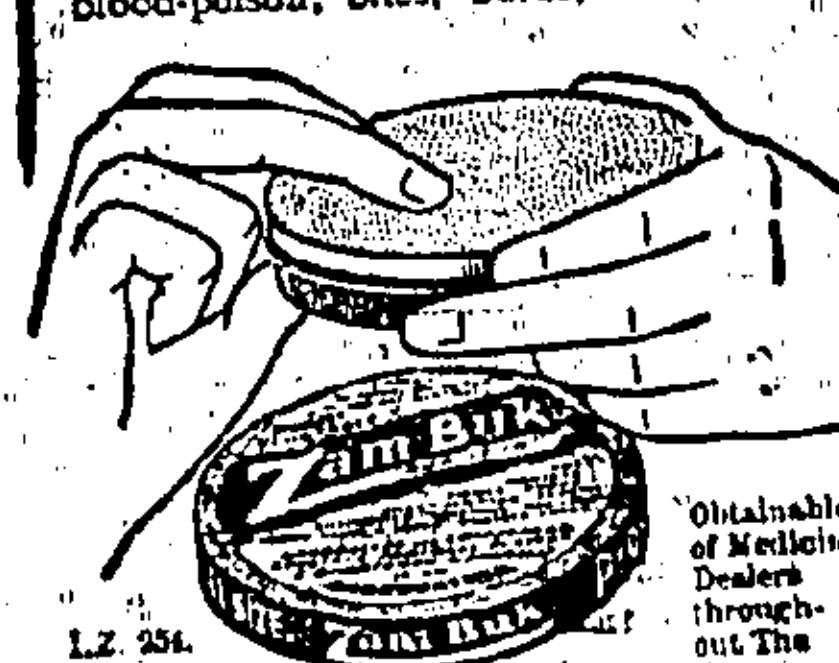
An ostrich feather placed at the back of the head underneath the coil, inclined slightly towards one side, is another effective decoration, and one which was seen on a large number of women. Perhaps the renewed interest in mummies which Lord Carnarvon's fascinating discovery in Egypt has awakened has something to do with the renewed interest, in tight skirt draperies which so many women demonstrated at this ball; perhaps it is merely a sign of rebellion on the part of those women who are determined to cling to the straight, draped gown which they know and like, rather than give way to the dictates of the designers who are endeavouring to thrust forward and paramount positions of "drape" but whatever the reason, there were a bewildering variety of clinging draperies to be seen at this ultra-modern function.

Some women had draped their skirts so that all the fulling was bunched up in front, and the hips were left quite tightly girted. Another idea was to have the material loosely draped across the front, then looped up and twisted in some fantastic way until it looked more like a coil of rope than a smooth piece of cloth. Another effective (Continued at foot of next column.)

'HEALING' IN EVERY TOUCH Zam-Buk

ONE touch of Zam-Buk starts Nature's healing quicker and more effectively than any other preparation ever devised. Zam-Buk exterminates the germs of skin disease and makes a cut, wound or sore, secure against further infection. In addition to its remarkable antiseptic properties, Zam-Buk grows new skin as by magic.

Compounded scientifically from rich and potent herbal essences, Zam-Buk is Free from All Animal Fat. No coarse impure ointment or salve can compare with Zam-Buk. It goes to the root of disease. It is invaluable in eczema, itch, ringworm, ulcers, piles, abscesses, bad legs, boils, blood-poison, bites, burns, cuts, etc.



AGENTS: Wakefield & Co., 60, Kiangse Road, Shanghai.

Universally Preferred

The particular, fastidious man of wealth, to whom price is no object and style everything, the man to whom economy and long service is of greatest importance, find in

PARIS GARTERS

complete satisfaction. For appearance, style, quality, long comfortable wear and real economy Paris Garters stand unequalled. No wonder that the demand for Paris Garters has spread around the world and is growing more insistent daily. Naturally, you will be disappointed if you accept a substitute. Take none, but the genuine Paris Garters. They are for sale by good haberdashers everywhere. Ask for them.

A. STEIN & COMPANY
Makers—Chicago, U.S.A.
Distributors:
Haller & Phipps (Asia), Ltd.
Hong Kong



way was to drape the material and lift it slightly in front or at the side, so as to reveal a handsome underpanel of metal lace. In fact, all draperies are inclined to show irregular hems which dip or are looped up at unexpected angles.

A more original idea seemed to be that of leaving the skirt quite plain but adding a separate band which was draped and looped all about the skirt and then left with long loops and ends that trailed on the ground very much like a snake, would that had come undone. This was effective but apt to look untidy and—although suitable, perhaps, for a dinner or theatre frock—to be severely avoided for a frock destined at any time for dancing.

Apart from these draped gowns and the persistence of simple, straight, models there was such a wholesale display of flounced and full-skirted '30's creations, that they no longer appeared as novelties but rather as old friends. The day is no longer when, if a woman wants to have herself singled out from a crowd, she has only to appear in a skirt several yards round instead of one and a half and in a tight fitting bodice that actually covers the upper part of her anatomy and leaves only her neck and the tips of her shoulders bare. There are so many women wearing these "old-fashioned" dresses now that, by a paradox of fashion, the woman wearing other styles is more or less open to be classed with the dowdy and out-of-date.

There are even grave rumours on foot concerning the re-appearance of the bustle, for the time being, sufficient to the day.

WORLD THEATRE

WEDNESDAY 14th to SATURDAY, 17th,
at 5.15 and 9.15 p.m.

HODKINSON'S SPECIAL PICTURE

'BREAKING POINT'

starring

BESSIE BARRISCALE

2.30 & 7.15 p.m.

WEDNESDAY & THURSDAY—

FRIDAY to MONDAY—

'WHITE EAGLE' 7 & 8.
9 & 10.

We Manufacture, Export and Retail:—

Swatow Drawn and Thread Works,
All Kinds of Embroideries,
Hand-made Lace, etc.

Latest Designs. Good Qualities. Reasonable Prices.

SWATOW DRAWN WORK CO.

16, Des Voeux Road Central.

P.O. Box 445

Telephone No. 2880.

SHIPBUILDERS,
SHIP REPAIRERS,
BOILER MAKERS,
FORGE MASTERS,
OXY-ACETYLENE
ELECTRIC WELDERS,
MECHANICAL AND
ELECTRICAL
ENGINEERS.

TAKOO DOCKYARD & ENGINEERING COMPANY
OF HONGKONG, LIMITED.

— DRY DOCKS —

Length 787 Feet.
Length on Blocks 750 Feet
Depth on Centre of
Sill (H.W.O.S.T.) 34 ft. 6 ins.

— THREE SLIPWAYS —

Capable of Handling Ships Up
to 3,000 Tons Displacement.
Electric Crane at Sea Wall, Capable of
Lifting 100 Tons at 70 Feet Radius.

BUTTERFIELD & SWIRE

(JOHN SWIRE & SONS, Ltd.),

AGENTS.

THE ADDRESS: "TAKOO DOCK, HONGKONG."

TELEPHONE No. 212.

CALL FRAM: "O" OVER ANG. PRESENT.

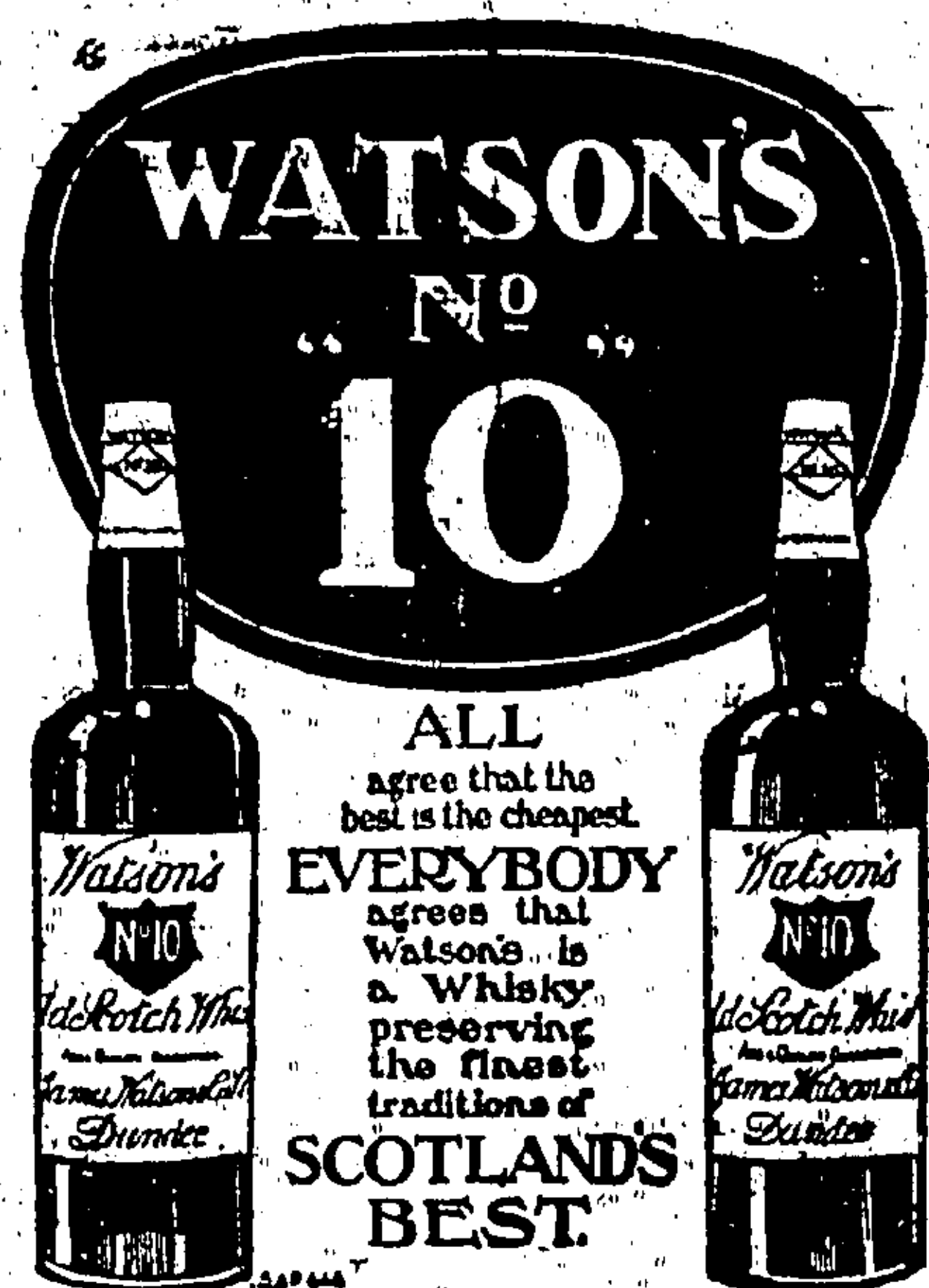
HONGKONG, CHINA & JAPAN.

"PHILIPS"

A PHILIPS LAMP
IS A PERMANENT
ECONOMY

SOLE AGENTS

Holland-China Trading Co.
Hong Kong

D
O
N
N
E
L
L
Y

SOLE AGENTS.

Tel 636.



REGULAR FORTNIGHT SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMSHIP	FROM	EXPECTED OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
TJIBODAS	JAVA	In port	15th Mar.	AMOI, SHANGHAI & JAPAN
TJIKEMBANG	JAVA	In port	17th Mar.	SWAI & NORTH CHINA
TJILATAP	JAVA	17th Mar.	22nd Mar.	BALISAPANG, MAKASSAR, SOERABAYA
TJIKINI	JAPAN	19th Mar.	23rd Mar.	BATAVIA via BATA & BILITON.
TJIMANOEK	NORTH CHINA	—	2nd April	BATAVIA

Wireless Telegraphy.
The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of saloon passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia.
For Particulars of Freight and Passage apply to the
JAVA-CHINA-JAPAN LIJN.



VEREENIGDE NEDERLANDSCHE SCHEEPVAARTMAATSCHAPPIJ
(United Netherlands Navigation Company)
HOLLAND-OOST AZIE LIJN
(Holland-East Asia Line)

(Members of the Straits, China and Japan Conferences).

Regular monthly service between
JAPAN PORTS, SHANGHAI, HONGKONG AND MANILA
AND
AMERICAN, ROTTERDAM, HAMBURG AND BREMEN
Sailings, subject to alterations.

Arrivals from Europe.
S.S. "BANKA" ... about 21st March.
S.S. "OOSTERK" ... about 25th April.
S.S. "OUDERK" ... about 25th May.

Sailings to Europe.

Steamers	For	Sailing on or about
"SAPARORA"	Rotterdam, Amsterdam, Hamburg & Bremen	20th Mar.
"BANKA"	Amsterdam, Rotterdam, Hamburg & Bremen	20th Apr.

For full particulars please apply to—

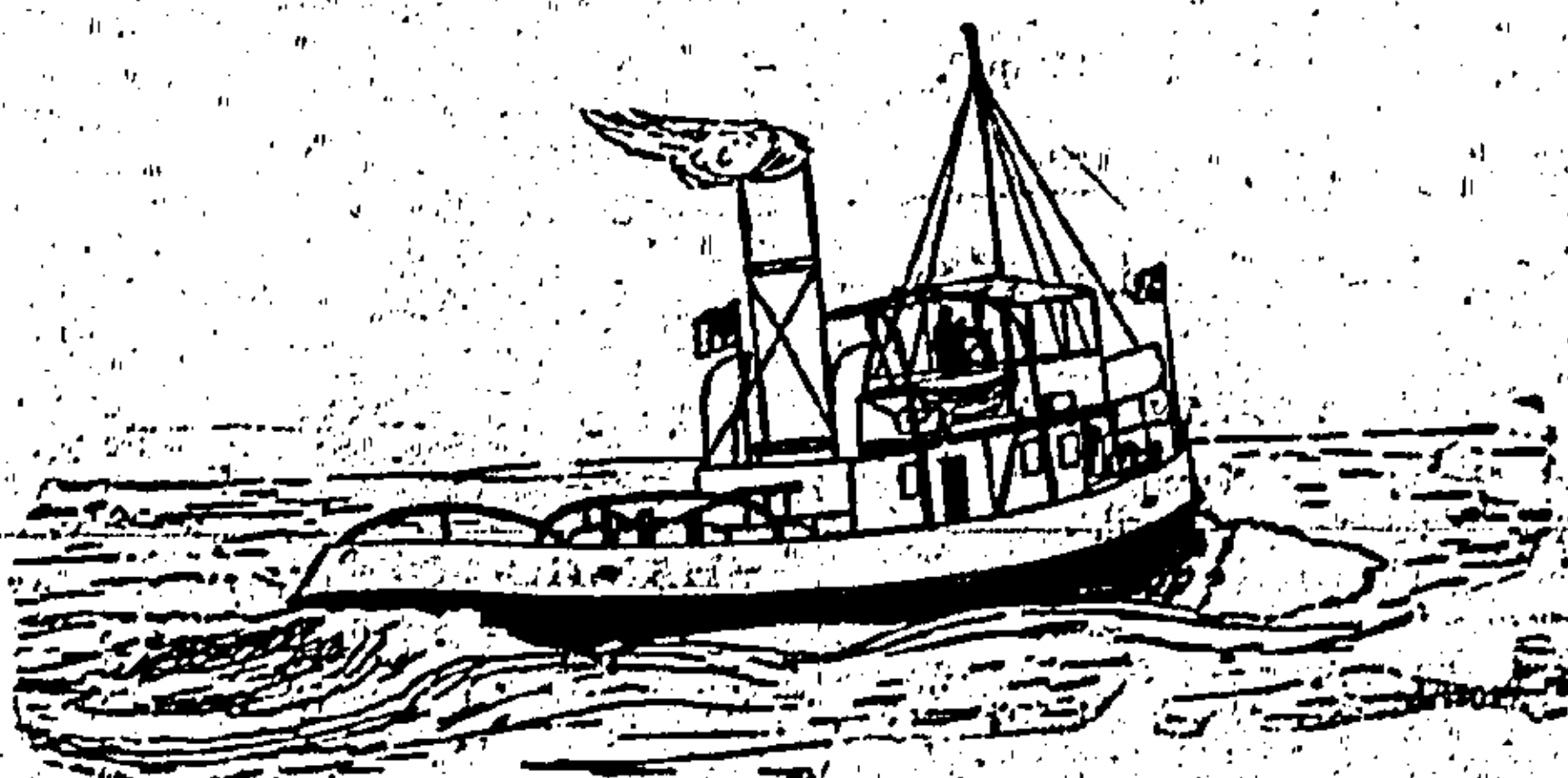
JAVA-CHINA-JAPAN LIJN.

York Buildings.

W. S. BAILEY & CO., LTD.

SHIPBUILDERS, MARINE AND LAND ENGINEERS

builders of Vessels up to 1,500 Tons; Fast Steam Launches and Motor Craft of all kinds; Tugs, Barges, Oil Tankers, Light-Draft and River Steamers; Vessels built and shipped for re-erection abroad.



GIL-FIELD TUG BOAT "LION" BUILT BY W. S. BAILEY & CO., LTD.

Boiler Makers, Founders and Constructional Engineers and Repairers

AHEAD OF THE MAIL. SUPPLEMENTARY WIRES FROM INDIAN PAPERS.

The following telegrams are taken from Indian exchanges:—

LABOUR M.P.'S CHALLENGE TO FIGHT.

LONDON, February 15th.
Muscular Labourites prevented a display of fistfulness in the House of Commons when the Communist, Mr. Newbold, criticising the Labour Party, referred to Mr. Macleay, the Clyde Labour Member, as the "opportunistic member for Govan." Mr. Macleay who was seated in front, jumped up, turned and lunged out with his fist. Labour Members seized and held down Mr. Macleay, who cordially invited Mr. Newbold outside. Mr. Newbold subsequently apologised.

Apart from the incident—a feature of the debate was a Parliamentary "discovery" in the shape of the Labour Member, Mr. Welsh, who is a new member and was known as the "Miner poet." He delivered a speech displaying fine diction and vivid imagery, contrasting Aladdin's cave, namely, the opening of the House of Lords, with the one-roomed miners' houses in Scotland. There was an entire absence of bitterness, however, and Mr. Welsh was warmly congratulated from all quarters of the House.

THE "MODERN COLOMBUS."

LONDON, February 16th.
The Labourite, Mr. Sexton, referring to Mr. Newbold's speech, described it as a "torrent of dialectical hooliganism." He said that it was not Mr. Newbold's fault. He was not a member of the Labour Party. He had made one or two applications to join it since the House met, but these were refused, owing to the policy he represented. (Ministerial cheers.) Mr. Sexton proceeded to examine the policy of "this modern Columbus" who claims to have discovered a new economic doctrine. His way was the wrong way. The price at which Russia hoped to secure her position was too great for any Labourite to pay. Every month brought a recantation of the policy of Trotsky and Lenin and absolutely justified the constitutional attitude of the Labour party.

DRUG TRAFFIC BILL.

LONDON, February 16th.
A maximum penalty of ten years' penal servitude and a fine of £1,000 is contained in the proposed Government Bill to suppress the traffic in opium, cocaine, and other drugs in Great Britain. Persons soliciting or enticing others to engage in the traffic are liable to the same penalties. Persons convicted summarily are liable to a fine of £250 or a year's imprisonment. The police powers of search are to be increased.

PROHIBITION BILL.

LONDON, February 16th.
Mr. Sorymouche's Prohibition Bill, which was introduced in the House of Commons to-day, is a thorough-going, parched-dry measure which forbids the manufacture, importation and sale of liquor as a beverage and only permits alcohol to be used for medicinal purposes. It is suggested that the bottles be labelled "poison" and should be dispensable only by qualified medical men and registered chemists on a medical certificate. Penalties for infringement vary from a fine of from £25 to £100 to imprisonment for a period of from one month to five years with hard labour.

THE BRITISH CABINET.

LONDON, February 21st.
Rumours of early changes in the Ministry have evoked manifestly inspired statements either dismissing them or declaring that they are at any rate premature. It is understood that Sir Robert Horne does not desire immediately to return to office while Mr. Asquith Chamberlain is arranging to take a course of baths in the South of France. It is reported that Lord Robert Cecil sails for the United States in March as an advocate of the League of Nations. As regards Mr. Bonar Law's health, it is asserted now that he is bearing the strain of office very well, while the completion of the debate on the Address afforded him a measure of relief.

NATIONAL LIBERAL CELEBRATION.

LONDON, February 21st.
Four hundred members of the 1920 Club celebrated the return of the National Liberals to Parliament at a banquet in London. Mr. Lloyd George, who presided, declared that his programme still was the restoration of "world peace." The National Liberals were ready to join hands with anyone who was prepared to carry out the policy of healing social sores at home and the wounds of war abroad. Referring to the defeat in the House of Commons of the joint Liberal amendment he declared that the minority represented the vast majority of votes of the last election. Their views were bound to triumph.
"The most remarkable incident in the debate," continued Mr. Lloyd George, "was the way in which Lord Robert Cecil, the most intelligent champion of the League, overthrew it without any provocation. He has been forcing his attention on the poor League for years and got himself up for the part of the Hayekian of the League, but last night he doffed the sombre garments of the preaching friar and attempted to join the gay throng at the Treasury Bench. (Laughter.) It was a sad sight."

NOTICE TO CONSIGNEES.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION CO.'S STEAMER "NANKIN."

Arrived Hongkong on 12TH MARCH, 1923.

FROM ANTWERP, LONDON, PORTSAID, ADEN, COLOMBO AND STRAITS.

CONSIGNEES of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless instructions have been given to the contrary 8 hours before arrival of the Steamer.

Goods not cleared within 8 days, including date of arrival, will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's surveyors, Messrs. Compton & Douglas at 10 a.m. on Mondays and Thursdays.

All claims must be presented within ten days of the Steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the goods have left the Godown.

MACKINNON, MACKENZIE & CO., Agents.

Hongkong, 11th March, 1923. (835)

NOTICE TO CONSIGNEES.

The Steamship "TRIESTE."

FROM TRIESTE, VIGNER BRINDISI, MASSARA, PORT SAID, ADEN, COLOMBO, PENANG AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong & Kowloon Wharf and Godown Co., Ltd. at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 5th inst. No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th inst. will be subject to rent.

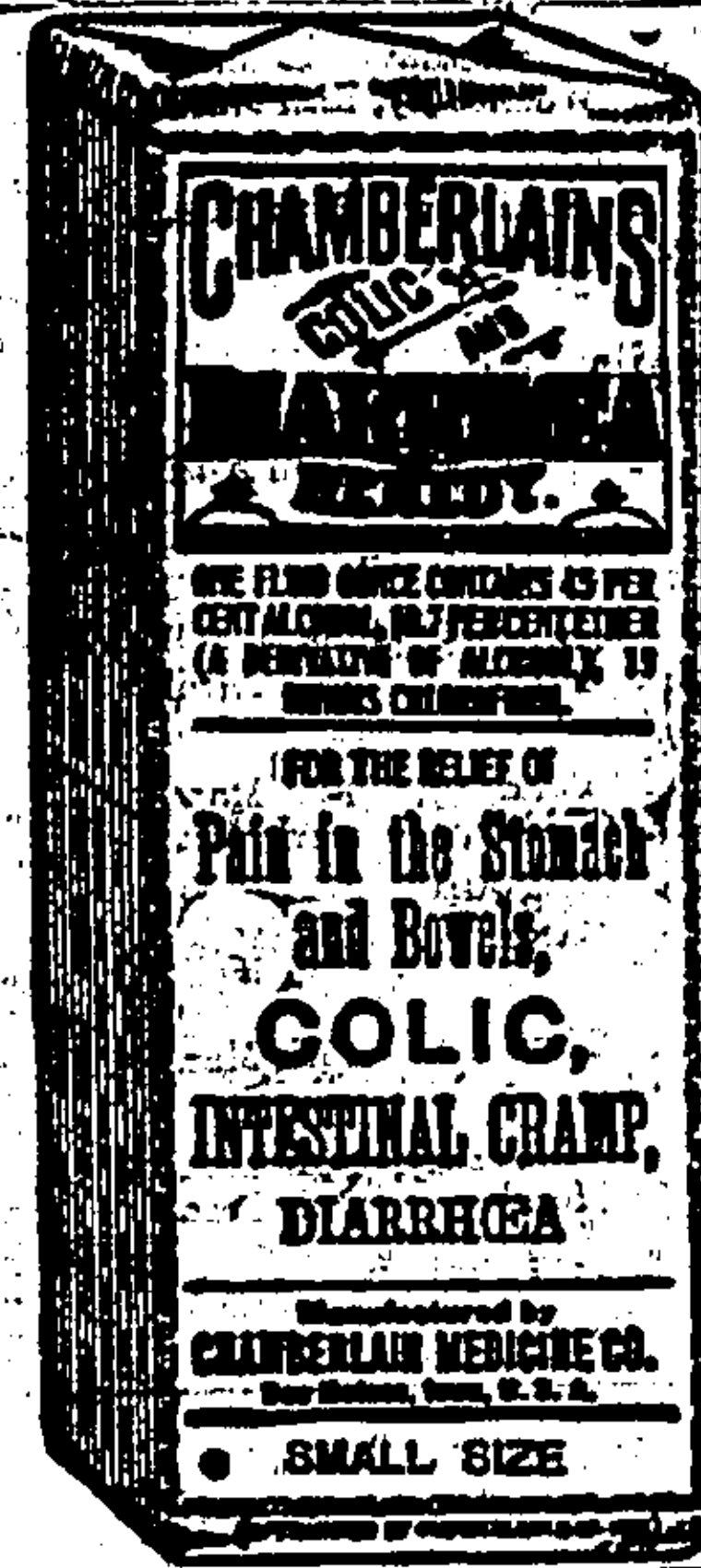
All Claims against the Steamer must be presented to the Underwriter on or before the 25th inst. or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godown, where they will be examined on the 15th inst. at 10 a.m. by our Surveyors, Messrs. Compton & Douglas.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & CO., LTD.

Agents.

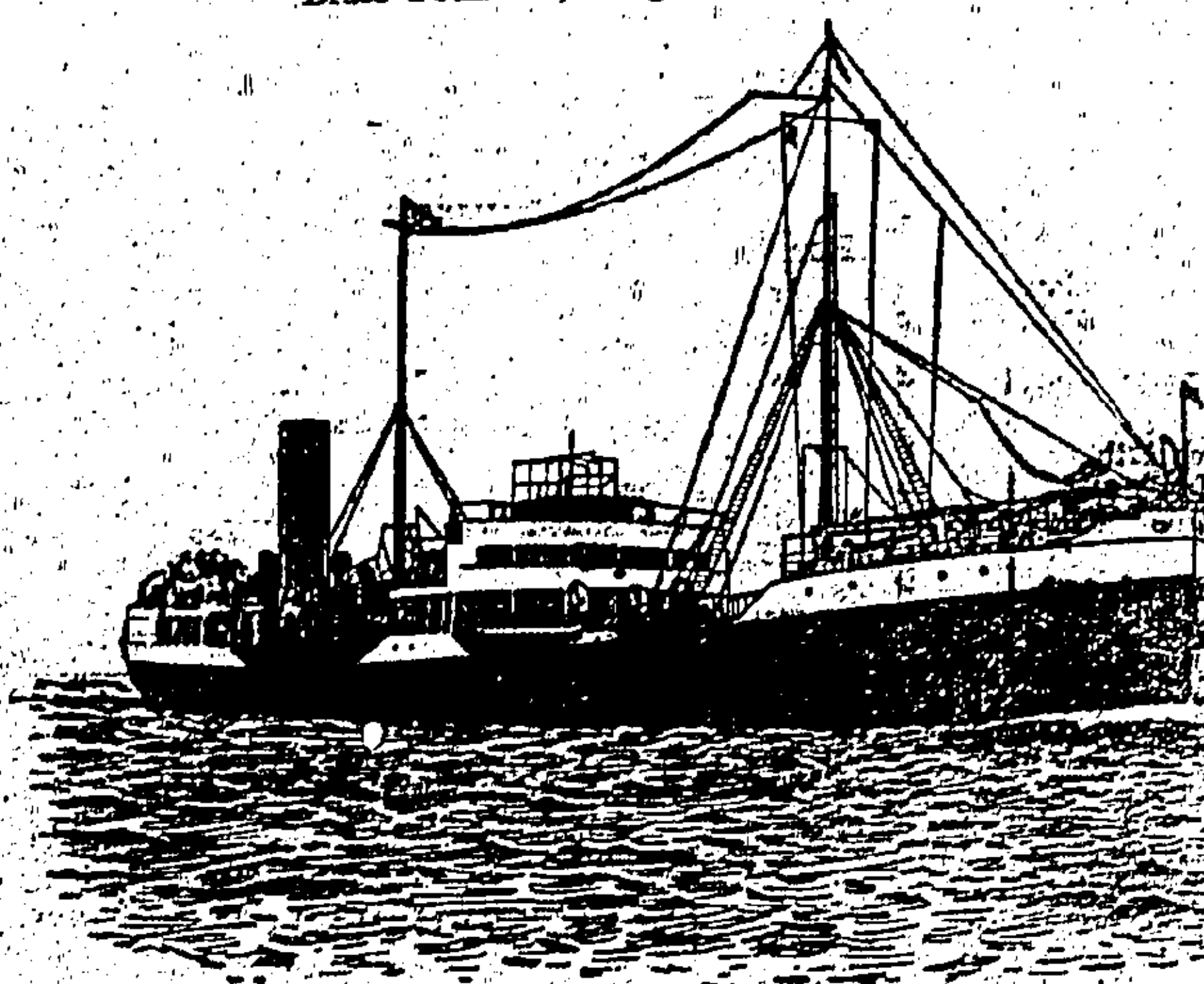


THE HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS: "MANIFESTO," HONGKONG

Codes Used: A1, A.B.C. Fifth Edition; Engineering: First and Second Edition; Western Union and Watkins, Benson's, Marconi.

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers, Iron and Brass Founders, Forge Masters, Electricians



OIL TANK STEAMER "PATUDINA"

4270 x 331 x 310 x 8400 tons d.w. x 8,100 H.P.

Built by THE HONGKONG & WHAMPOA DOCK CO., LTD. at KOWLOON. DOCKED to the order of THE ANGLO-SAXON PETROLEUM CO., LTD., being one of four similar vessels built in these WORKS to the same order.

Please address enquiries to the Chief Manager:

R. M. DYER, B.Sc., M.I.N.A., Kowloon Dock, Hongkong.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATION.

SHANGHAI via SWATOW ... "WINGSANG" ... Wednesday, 14th Mar., 9 a.m.

HAIPHONG via HOIHOW ... "KWAISANG" ... Wednesday, 14th Mar., Noon.

ANTUNG via SWATOW ... "SHANG" ... Friday, 16th Mar., 10 a.m.

MANILA ... "LOONGSANG" ... Friday, 16th Mar., 3 p.m.

STRAITS & CALCUTTA ... "HOSANG" ... Friday, 16th Mar., 10 a.m.

SHANGHAI via SWATOW ... "LOKSANG" ... Sunday, 18th Mar., Noon.

SHANGHAI via SWATOW ... "FOOKSANG" ... Monday, 19th Mar., Noon.

KORE via YOKOHAMA ... "YATSHING" ... Tuesday, 20th Mar., 10 a.m.

BANGKOK via SWATOW ... "HINSANG" ... Tuesday, 20th Mar., 3 p.m.

BANDANAN ... "CHIPSANG" ... Wednesday, 21st Mar., Noon.

TIENTSIN ... "HOPSHANG" ... Thursday, 22nd Mar., 10 a.m.

SHANGHAI via SWATOW ... "LOONGSANG" ... Thursday, 22nd Mar., 3 p.m.

KORE ... "LOONGSANG" ... Friday, 23rd Mar., 10 a.m.

BANGKOK via HOIHOW ... "LOONGSANG" ... Friday, 23rd Mar., 3 p.m.

STRAITS & CALCUTTA ... "KWAISANG" ... Friday, 23rd Mar., 10 a.m.

CALCUTTA LINE—This Line affords regular sailings to Calcutta, Penang and Singapore, returning from Calcutta, steamers proceed via Surabai and Hongkong to Japan, occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully-qualified Surgeon.

SHANGHAI LINE—Sailings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bill of Lading are issued to Northern and Yangtze Ports via Kiangsu, by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE—Sailings approximately weekly for passengers and cargo calling at Haiphong, when inducement offered.

BORNEO LINE—Fortnightly sailings to and from Sandakan by two 5,000 tons steamers, "HINEANG" and "MAUNGANG" both steamers of having excellent passenger accommodation. Cargo taken through Bills of Lading for Kuala Lumpur, Labuan, Kawa and Labad Dato.

TIENTSIN LINE—A regular service to and from Tientsin, Shanghai, Hongkong and Canton, calling at Swatow, Penang and Singapore.

BANGKOK LINE—A weekly service is provided between Hongkong and Bangkok, via Swatow, by five steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE

s.s. "HOSANG" will be despatched on or about

Friday, 16th March at 3 p.m., for SINGAPORE, PENANG

& CALCUTTA

Through Bills of Lading issued to RANGOON, MADRAS, PORT SWETTENHAM and DUTCH EAST INDIES.

For Freight or Passage apply to—

Jardine, Matheson & Co., Ltd.

GENERAL MANAGER.

Telephone: Central No. 215.

GLEN AND SHIRE

Joint Owners of Steamers.

U.K.—STRAITS—CHINA & JAPAN SERVICE.

OUTWARDS.

Vessel ... Due Hongkong.
"GLENARIFFE" ... 28th Mar.
"GLENGLIE" ... 9th Apr.

HOMEWARDS.

Vessel ... Leaves Hongkong.
"GLENSHIRE" ... 19th Mar. Genoa, London, Antwerp, Rotterdam & Hamburg.
"FEMERKESBIE" ... 10th April, Genoa, London, Rotterdam & Hamburg.
"GLENADE" ... 20th April, London, Hull, Rotterdam and Hamburg.

Movements are subject to change without notice.
For freight or further particulars please apply to—

Jardine, Matheson & Co., Ltd.,

The Glen Line, Ltd., AGENTS.

Telephone: Central No. 215 sub-ex. 22 and Central 2695.

SHIPPING NEWS

ARRIVALS.

March 12th.
Arara, British str., 3,401 tons, Capt. A. S. Gordon, from Melbourne and Manila, with a general cargo—Mackinnon, Mackenzie & Co.
Dag, Norwegian str., 761 tons, Capt. R. Haanvig, from Bangkok, with a general cargo—Lee Beng Kee.
Gorjistan, British str., 2,800 tons, Capt. J. Watson, from Swatow, with a general cargo—King Sang & Co.
Heijun Maru, Japanese str., from Canton.
Hermelin, Norwegian str., 1,193 tons, Capt. T. L. Davidson, from Bangkok, with rice—Kwang Nguan Seng.
Ho Sang, British str., 3,292 tons, Capt. J. M. Wright, from Kobe, with a general cargo—J. M. & Co.
Lahore, British str., 3,143 tons, Capt. H. C. Davis, from Shanghai, with a general cargo—Mackinnon, Mackenzie & Co.
Lokang, British str., 979 tons, Capt. C. Alexandre, from Shanghai, with a general cargo—J. M. & Co.
President Madison, American str., 8,341 tons, Capt. T. P. Quinn, from Seattle and Shanghai, with a general cargo—Admiral Oriental Line.
President Taft, American str., 8,415 tons, Capt. John G. Marone, from Manila, with a general cargo—Pacific Mail S.S. Co.
Sasha Maru, Japanese str., 1,652 tons, Capt. Y. Okura, from Swatow, with a general cargo—O.S.K.
Sunang, British str., 1,750 tons, Capt. H. A. Wavell, from Shanghai, with a general cargo—B. & S.
Szechuan, British str., 1,894 tons, Capt. J. Gibbs, from Shanghai, with a general cargo—B. & S.
Tajima Maru, Japanese str., 4,273 tons, Capt. N. Nari, from Singapore, with a general cargo—N.Y.K.
Tjibodas, Dutch str., 2,953 tons, Capt. L. F. A. Hillegaart, from Batavia, with a general cargo—J.C.J.L.
 March 13th.
Alipore, British str., 3,241 tons, Capt. L. M. Gordon, from Moji, with a general cargo—Mackinnon, Mackenzie & Co.
Chiffa, British str., from Canton.
Hakone Maru, Japanese str., 6,300 tons, Capt. T. Sekine, from Shanghai, with a general cargo—N.Y.K.
Heinan Maru, Japanese str., 2,719 tons, Capt. Y. Hori, from Moji, with a general cargo—O.S.K.
Huik, Norwegian str., 701 tons, Capt. H. Brandt, from Bangkok, with rice—Thoresen & Co.
Kanchow, British str., from Canton.
Kwanglee, Chinese str., 1,768 tons, Capt. C. Stewart, from Shanghai, with a general cargo—China Merchants S.N. Co.
Mishima Maru, Japanese str., 4,916 tons, from Singapore, with a general cargo—N.Y.K.
Wohon, Chinese str., from Canton.
Yodo Maru, Japanese str., 1,332 tons, Capt. S. Hamazaki, from Bangkok, with a general cargo—Sato & Co.

CLEARANCES.

March 12th.
Baharat, for Canton.
Lok Sang, for Canton.
Nashu Maru, for Canton.
Von Vollenhaven, for Pakhoi.
 March 13th.
Alipore, for Singapore.
Arara, for Moji.
Asia, for Canton.
Chidder, for Bangkok.
Dashistan, for Saigon.
Devanang, for Hoikow.
Haiching, for Swatow.
Hakone Maru, for Singapore.
Hanyang, for Canton.
Haradan Maru, for Bangkok.
Kaiping, for Pakhoi.
Kanchow, for Swatow.
Kwanglee, for Canton.
Kwangtung, for Swatow.
Lahore, for Singapore.
Sunang, for Canton.
Szechuan, for Canton.
Tajima Maru, for Shanghai.
Tuning, for Manila.
Wing Sang, for Swatow.

VESSELS EXPECTED.

Andre Lebon (M.M.), due April 10th.
Armand Belie (M.M.), due March 17th.
Bewerlich (Ben Line), due March 17th.
Empress of Asia, due March 15th, 2 p.m.
Empress of Canada, due March 28th.
Havenstein (Hugo Stinnes), due March 22nd.
Jain (Blue Funnel), due to-day.
Japan (B.L.), due March 17th, a.m.
Kamakura Maru (N.Y.K.), due to-day.
Lydon (Blue Funnel), due March 15th, daylight.
Munster (Dedwell-Castle Line), due March 17th.
Paul Lecat (M.M.), due March 27th.
Perceps (Blue Funnel), due March 15th.
Philactes (Blue Funnel), due March 15th.
Pyrrhus (Blue Funnel), due March 16th, p.m.
Sindan (P. & O.), due to-day.
Toshiko (N.Y.K.), due to-day.

277 MILES IN 226 MINUTES.

A special ocean passenger and mail train left Plymouth G. W. Docks at 10.33 a.m., on Wednesday and ran into Paddington Station at 2.19 p.m., thus accomplishing the journey, a distance of 227 miles, in 226 minutes, notwithstanding that the train suffered a loss of ten minutes en route owing to permanent way restrictions. The train consisted of five carriages, and ran off the *Motor*, of the Blue Funnel Line. In a recently issued poster the G.W.B. Co. lays claim to being Britain's fastest line, and this record lends confirmation to the statement.

WEATHER REPORT.

Mar. 13th at 11.31.—Pressure has increased considerably at Vladivostok and moderately at S.W. Japan to the lower Yangtze Valley. It has decreased moderately over the Bonin and slightly over Iodo-Chiu and at Guam. It is nearly stationary over Kwangtung and over the Philippines.

The anticyclone over China has strengthened.
 Strong to fresh monsoon may be expected along the S.E. coast of China and over the northern portion of the N. China Sea.
 Hongkong rainfall for the 24 hours ending at 10 a.m. 13th Mar., 0.6 inch. Total since January 1st, 0.55 inches, against an average of 4.04 inches.

The forecast for the 24 hours ending at noon, 14th Mar., is as follows:—

Forecast
 Hongkong to Gap Rock N.E. winds, strong to fresh; overcast, misty, occasional drizzle.
 Formosa Channel N.E. winds, strong.

South coast of China between Hongkong and Lamook No 1.

South coast of China between Hongkong and Hainan No 1.

HONGKONG TIDE TABLE.

From Mar. 14th to 20th, 1923

Days of Week	High Water	Low Water	Days of Week	High Water	Low Water
	Time	Height		Time	Height
Wed.	14	8.40	4.8	1.57	1.1
Thur.	15	9.40	5.6	1.24	3.4
Fri.	16	9.34	6.7	2.33	1.5
Sat.	17	9.58	5.2	3.39	1.7
Sun.	18	9.06	6.5	3.28	2.5
Mon.	19	10.23	6.2	4.36	1.2
Tues.	20	11.51	5.9	4.38	1.9
				5.2	2.3

N. Y. K.

SAILING SERVICE TO ALTERNATE

VICTORIA, SEATTLE & VANCOUVER via Shanghai Japan ports

Through Bills of Lading issued to all Overland common Points in U.S.A. and Canada.

SHIZUOKA MARU ... Sunday, 18th Mar.

YOKOHAMA MARU ... Saturday, 7th April.

MARSEILLES, LONDON & ANTWERP via Singapore, &c.

HAKONE MARU ... Wednesday, 14th Mar.

SUWA MARU ... Wednesday, 28th Mar.

HAMBURG via LONDON & ROTTERDAM.

LIMA MARU ... Saturday, 24th Mar.

LIVERPOOL via MARSEILLES & VALENCIA.

SYDNEY & MELBOURNE via Manila, &c.

TANGO MARU ... Wednesday, 21st Mar.

YOSHINO MARU ... Wednesday, 18th April.

NEW YORK & BOSTON via PANAMA.

TAKETOYO MARU ... Middle April.

Buenos Aires via Singapore, Delagoa Bay, Durban & Cape Town.

KANAGAWA MARU ... Friday, 13th April.

BOMBAY via Singapore and Colombo.

KAMAKURA MARU ... Thursday, 15th Mar.

GENOA MARU ... Friday, 23rd Mar.

CAOUTTA via Singapore, Penang & Rangoon.

BENGAL MARU ... Saturday, 24th Mar.

NAGASAKI, KOBE & YOKOHAMA.

YOSHINO MARU ... Thursday, 15th Mar.

BANGHAI, KOBE & YOKOHAMA.

MISHIMA MARU ... Wednesday, 14th Mar.

HAKOZAKI MARU ... Monday, 28th Mar.

For further information apply to—

NIPPON YUSEN KAISHA

Telephone: Central No. 294 & 293.

K. H. KAMEI Manager

Y. K.

Yamashita Steamship & Mining Co., Ltd.

Steamship Owners, Shipping & Marine Insurance Broker.

Coalmine Owners, General Coal Merchant.

REGULAR FREIGHT & PASSENGER SERVICE

KEELUNG, HONGKONG & HAIPHONG.

SAILING FROM HONGKONG.

For HAIPHONG via Hoikow & Pakhoi

as "TAIKWA MARU" ... on or about 17th March

For KEELUNG via Swatow & Amoy

as "MISHIMA MARU" ... on or about 22nd March

For further particulars, please apply to—

S. MITARAI

Branch Office: No. 27, Bonhom Street, West.

Top Floor, King's Building, Tel. Central No. 140.

WHERE TO STAY WHEN VISITING HOME.

BASIL STREET HOTEL.

KNIGHTSBRIDGE, LONDON, S.W. 3.

Run by the owner, has the best situation, and is First Class. One minute's walk from

HARRODS, Hyde Park, and St. James's Palace, 100 Bedrooms with Hot and Cold water, ample

Bathrooms, pleasant Restaurant and Lounge, Luggage stored for any period, also room for

sorting and packing. "Re-Packer" terms from 2/6. Double rooms without food 2/6. Single

from 1/6. Baths included. Excellent Cuisine.

Nearest London Station is in the building from which any part of London is reached in

a few minutes.

Telegrams: "SPOTLESS," LONDON

VESSELS ADVERTISED AS LOADING

DESTINATION	VESSEL'S NAME	FLAG	FOR FREIGHT APPLY TO	TO BE DESPATCHED
NEW YORK & PANAMA	Taketo Maru	Jap.	Nippon Yusen Kaisha	On Middle April
NEW YORK & BOSTON	Celtic Prince	Brit.	Price Line	On 19th Mar.
BOSTON & New York via Suez	Agamemnon	Brit.	The Bank Line, Limited	On 15th Mar.
SAN FRANCISCO	Dewey	Am.	Strathairn & Barry	On 17th Mar.
SAN FRANCISCO via SHAI & JAP. PORTS & H.T.	President Taft	Am.	Pacific Mail S.S. Co.	On 14th Mar.
VICTORIA & VANCOUVER, R.C. via SHANGHAI, &c.	Empress Asia	Brit.	Canadian Pacific O. S. Ltd.	About 22nd Mar.
VICTORIA, SEATTLE & VANCOUVER via SHAI, J. PORTS	Shinshu Maru	Jap.	Nippon Yusen Kaisha	On 18th Mar.
VICTORIA, VANCOUVER, SEATTLE & TAOOMA	Alabama Maru	Jap.	Ozaka Shosen Kaisha	On 18th Mar., 10 a.m.
VICTORIA, SEATTLE & VANCOUVER	Philactes	Brit.	Butterfield & Swire	On 24th Mar.
VANCOUVER via SHANGHAI & JAPAN, &c.	Empress Canada	Brit.	Canadian Pacific O. S. Ltd.	On 7th April.
MARSEILLES, LONDON & ANTWERP	Kashmir	Brit.	P. & O. B. L. & A. L.	On 21st Mar., 4 p.m.
MARSEILLES, LONDON, & ANTWERP via SINGAPORE, &c.	Amay Le Rideau	Brit.	Message Maritimes	About 19th Mar.
MARSEILLES, LONDON, & ROTTERDAM	Hakone Maru	Jap.	Nippon Yusen Kaisha	On 14th Mar.
MARSEILLES, GENOA, LIVERPOOL & GLASGOW	City of Simla	Brit.	The Bank Line, Ltd.	On 24th Mar.
LONDON, HAMBURG, ROTTERDAM, ANTWERP & MALTA	Antonyons	Brit.	Butterfield & Swire	On 14th Mar.
LONDON, GENOA, HULL, ROTTERDAM & HAMBURG	Tulchibius	Brit.	Butterfield & Swire	On 19th Mar.
ROTTERDAM, AMSTERDAM, HAMBURG & BREMEN	London Maru	Jap.	Ozaka Shosen Kaisha	On 14th Mar.
ANTWERP, ROTTERDAM & HAMBURG	Glenahane	Brit.	Jardine, Matheson & Co., Ltd.	On 14th Mar.
PORT SAID, VALENCIA, BORDEAUX, HAVRE, ANT., DUN.	Saparaos	Dut.	Java-China-Japan-Lijn	On 30th Mar.
BOMBAY via SINGAPORE, COLOMBO	Ludendorff	Ger.	Reuter Brockelmann & Co.	About 25th Mar.
STRAITS & CALCUTTA	C. M. Mailhol	Frean.	M. M. Co.	About middle April.
SINGAPORE, PENANG, COLOMBO & BOMBAY	Kamakura Maru	Jap.	Nippon Yusen Kaisha	On 15th Mar.
SINGAPORE & BENGAL-DELHI	Hosang	Brit.	Jardine, Matheson & Co., Ltd.	On 16th Mar., 3 p.m.
BRINDISI, VENICE & TRIESTE	Soudan	Brit.	P. & O. B. L. & A. L.	On 27th Mar.
HAIPHONG via SHAI & JAP. PORTS	Van Cloon	Dut.	Java-China-Japan-Lijn	On 18th Mar.
KEELUNG via SHAI & JAP. PORTS	Trieste	Brit.	Dodwell & Co., Ltd.	On 18th Mar., 10 a.m.
KEELUNG via SHAI & JAP. PORTS	Chonan	Brit.	Butterfield & Swire	About 17th Mar.
KEELUNG via SHAI & JAP. PORTS	Takwa Maru	Jap.	Yamashita Kisen Kaisha	On 20th Mar., 3 p.m.
KEELUNG via SHAI & JAP. PORTS	Mishima Maru	Jap.	Jardine, Matheson & Co., Ltd.	On 21st Mar.
KEELUNG via SHAI & JAP. PORTS	Hinang	Brit.	Jardine, Matheson & Co., Ltd.	On 6th April.
KEELUNG via SHAI & JAP. PORTS	Tango Maru	Jap.	Nippon Yusen Kaisha	On 14th Mar., 9 a.m.
KEELUNG via SHAI & JAP. PORTS	Araumi	Brit.	P. & O. B. L. & A. L.	On 14th Mar.
KEELUNG via SHAI & JAP. PORTS	Wingang	Brit.	Jardine, Matheson & Co., Ltd.	On 14th Mar., 4 p.m.
KEELUNG via SHAI & JAP. PORTS	Mishima Maru	Jap.	Nippon Yusen Kaisha	About 17th Mar.
KEELUNG via SHAI & JAP. PORTS	Soudan	Brit.	P. & O. B. L. & A. L.	On 25th Mar.
KEELUNG via SHAI & JAP. PORTS	Szechuan	Brit.	Butterfield & Swire	On 21st Mar., Noon.
KEELUNG via SHAI & JAP. PORTS	Venzia	Brit.	Dodwell & Co., Ltd.	About 23rd Mar.
KEELUNG via SHAI & JAP. PORTS	Tijkembang	Dut.	Java-China-Japan-Lijn	On 12th Apr.
KEELUNG via SHAI & JAP. PORTS	Amazon Maru	Jap.	Ozaka Shosen Kaisha	On 24th Mar., 10 a.m.
KEELUNG via SHAI & JAP. PORTS	Chipsing	Brit.	Jardine, Matheson & Co., Ltd.	On 24th Mar., 10 a.m.
KEELUNG via SHAI & JAP. PORTS	Tijkini	Dut.	Java-China-Japan-Lijn	On 23rd Mar., 1 p.m.
KEELUNG via SHAI & JAP. PORTS	Malay Maru	Jap.	Ozaka Shosen Kaisha	On 18th Mar., 3 p.m.
KEELUNG via SHAI & JAP. PORTS	Chunang	Brit.	Jardine, Matheson & Co., Ltd.	On 19th Mar.
KEELUNG via SHAI & JAP. PORTS	Kiangsu	Brit.	Butterfield & Swire	On 24th Mar.
KEELUNG via SHAI & JAP. PORTS	Haiching	Brit.	Douglas Laiprak & Co.	On 24th Mar.
KEELUNG via SHAI & JAP. PORTS	Haichang	Brit.	Douglas Laiprak & Co.	On 24th Mar.
KEELUNG via SHAI & JAP. PORTS	Loongang	Brit.	Jardine, Matheson & Co., Ltd.	On 24th Mar.
KEELUNG via SHAI & JAP. PORTS	President Cleveland	Brit.	Pacific Mail S.S. Co.	On 24th Mar.
KEELUNG via SHAI & JAP. PORTS	West Prospect	Am.	Strathairn & Barry	On 24th Mar.

CANADIAN PACIFIC STEAMSHIP LIMITED

Reduced Fares to Europe First-Class

£120

Connecting with Canadian Pacific Atlantic Empresses.

£112

Connecting with Monoclass Cabin Atlantic Steamers.

£82

Connecting with Monoclass Cabin Atlantic steamers.

£80

Connecting with Canadian Pacific Atlantic Empresses.

New Canadian Pacific Monoclass Cabin Atlantic Service.

MONT LAURIER 17,100 tons gross. MONTROSE 16,400 tons gross.

MONTCALM 16,400 tons gross. MONTCLARE 16,400 tons gross.

If desired, passengers may be routed via any Atlantic Port.

CANADIAN PACIFIC

TELEPHONE 752. HONGKONG OFFICE. CABLES: GACANPAC.

DODWELL & CO., LIMITED

REGULAR SAILINGS TO NEW YORK & BOSTON

For NEW YORK & BOSTON via SUBZ

as "MUNCASTER CASTLE" ... sailing on or about 28th March.

LLOYD TRIESTINO.

TAKING ON BOARD ON THROUGH BILLS OF LADING FOR LEVANT, BLACK SEA & DANUBE PORT

PIUMS having been re-opened for trade, cargo is also accepted for this port

on through Bills of Lading.

FOR BRINDISI, VENICE & TRIESTE

as "TRIESTE" ... sailing on or about 25th March.

as "VENEZIA" ... sailing on or about 23rd April.

FOR SHANGHAI

as "VENEZIA" ... sailing on or about 11th April.

Passenger's Luggage can be insured at the Office of the Agents.

NATAL LINE OF STEAMERS.

From CALCUTTA and COLOMBO to SOUTH AFRICAN PORTS.

as "UMONA" ... sailing end of March.

as "UMZUMBI" ... sailing middle of April.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LIMITED.

Agents.

VISITORS AT HOTELS

HONGKONG HOTELS

Mr. R. T. G. Attkin
 Mr. & Mrs. W. S. Allen
 Miss C. L. Avery
 Mr. M. Anselrod
 Mr. J. T. Bagram
 Mr. B. Baring
 Mrs. E. R. Babbins
 Mr. C. H. Benson
 Mr. & Mrs. Benson
 Mr. R. J. Berbeck
 Mrs. J. M. Bickart
 Mrs. E. Blackburn
 Mr. Van Boven
 Mr. & Mrs. Borie
 Mr. G. H. Brooke
 Mr. & Mrs. A. Brostet
 Mr. M. W. Bruce
 Mr. J. F. Durb
 Mr. M. Carlo
 Mr. & Mrs. G. A.
 Mrs. H. L. Christiansen
 Earl & Countess
 of Langesborough & maid
 Mrs. B. Cooke
 Mr. & Mrs. J. L.
 Mr. N. Croucher
 Mr. C. D. Cummings
 Mr. & Mrs. Cuthbert
 Mr. A. David
 Mrs. A. B. Davis
 Mr. F. Deacon
 Mr. F. Deiningner
 Mr. A. Dodd
 Dr. Donaldson
 Mr. W. Downie
 Mr. R. L. Earwaker
 Mr. & Mrs. W. A.
 Mr. & Mrs. O. D. Fisher
 Mrs. M. Fowles
 Capt. E. M. French
 Mr. & Mrs. R. W.
 Fuller
 Mr. & Mrs. W. H. Gale
 Mr. R. R. Gibson
 Mr. & Mrs. G. H.
 Mr. F. Gledhill
 Miss L. Graham
 Mr. & Mrs. T. R.
 Mr. & Mrs. Gray
 Mr. & Mrs. Grossman
 Major W. E. Gurry
 Mr. K. C. Haessler
 Capt. T. C. Hall
 Mr. & Mrs. G. S. Hall
 Mr. C. Hammond
 Miss C. Hardy
 Mr. G. Harper
 Mr. & Mrs. G. F. L.
 Mr. John Scott Harston
 Mr. A. H. Haworth
 Mr. H. Hebert
 Mr. Howard Hobert
 Mr. & Mrs. O. A.
 Henderson
 Mr. F. H. Hill
 Mrs. F. S. Hollinshead

BARCLAY BAR HOTEL.

"ELLERMAN LINE" P. & O., British India

Apcar and Eastern & Australian Lines

ELLERMAN & BUCKNALL S.S. CO., LTD.

UNITED KINGDOM & CONTINENTAL SERVICE.

OUTWARDS.

"CITY OF POONA" ... 15th March ... Shanghai, Kobe & Yokohama;
 "CITY OF SIMLA" ... 24th March ... Marseilles, London & Hamburg.

HOMEWARDS.

"CITY OF POONA" ... 15th March ... Shanghai, Kobe & Yokohama;
 "CITY OF SIMLA" ... 24th March ... Marseilles, London & Hamburg;
 "CITY OF POONA" ... 28th April ... Marseilles, London & Hamburg.

PASSENGER SERVICE.

"CITY OF POONA" ... 15th March ... Shanghai, Kobe & Yokohama;
 "CITY OF SIMLA" ... 24th March ... Marseilles, London & Hamburg;
 "CITY OF POONA" ... 28th April ... Marseilles, London & Hamburg.

Subject to change without notice.

For further particulars apply to—

THE BANK LINE LTD.

GIBBS & CO., CANTON

(Tel. Central 7801)

110

BOSTON AND NEW YORK

Joint Service of the

"BLUE FUNNEL" LINE

OCEAN S.S. CO., LTD. AND CHINA MUTUAL S.S. CO., LTD.

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

"AGAMEMNON" ... via Suez Canal ... 15th March.
 "CITY OF LINCOLN" ... via Suez Canal ... 25th March.
 "EUBYATES" ... via Suez Canal ... 5th April.
 "IXION" ... via Suez Canal ... 15th April.
 "KARONGA" ... via Suez Canal ... 25th April.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to—
 BUTTERFIELD & SWIRE or THE BANK LINE LTD., HONGKONG.
 (JOHN SWIRE & SONS, LTD.)
 HONGKONG AND CANTON. REISS & CO., CANTON.

117

M. MESSAGERIES MARITIMES M.

SERVICES CONTRACTUELS

Mail Steamers.	Next Sailings from Marseilles.	From Arr. at Hongkong, Shanghai, and Japan.	Probable Sailings from Hongkong for Marseilles.
"AZAY LE RIDEAU"	18th March
"PORTER"	2nd April
"ARMAND BEHIC"	17th April
"PAULLESCAT"	1st May
"ANDRE LEBON"	15th May
"AMBOISE"	28th May
"CORDILLERE"	15th June

RATES OF PASSAGE MONEY TO MARSEILLES.
 (Including Table Wine and Free Doctor's Attendance).

A CLASS (1st Class) ... \$120.00. 0d.
 B CLASS (1st Class) ... \$110.00. 0d.
 C CLASS (2nd Class) ... \$80.00. 0d.

Through Tickets to London and Leading Towns of Europe.

Accommodation reserved in the Trains at Marseilles.

LIGNE COMMERCIALES (Cargo Boats).

"C. M. MAILHOL" loading for PORT-SAID, VALENCIA, BORDEAUX, HAVRE, ANTWERP & DUNKIRK, about middle April.

MESSAGERIES MARITIMES CO.

Telephone: Central 740.

CONSIGNATION—TRANSHIP—REPRESENTATION.

3, QUEEN'S BUILDING.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE OF Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in staterooms. Saloons and Excellent cuisine.

(FOR)

SWATOW, AMOY & FOOCHOW

(AND RETURN)

(Occupying 2 or 10 Days)

HAIHONG ... Capt. W. C. Pasmore ... Friday, 16th Mar., at 1 p.m.
 HAIPHONG ... Capt. Ellis Walker ... Tuesday, 20th Mar., at 1 p.m.
 HAIPHONG ... Capt. J. B. Thomson ... Friday, 23rd Mar., at 1 p.m.

Arrivals and Departures from the Company's Wharf (near Black Pier)

For Freight and Passage apply to—

DOUGLAS LAFRAIK & CO.,

General Managers.

MAIL AND PASSENGER SERVICES

COMPANIES INCORPORATED IN ENGLAND.
 STRAITS, JAVA, BURMA, CHINA, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, BAY OF, EUROPE, ETC.

PENINSULAR & ORIENTAL FORTNIGHTLY
 DIRECT ROYAL MAIL STEAMERS.
 (Under Contract with H.M. Government.)

S.S.	Tonnage	From Hongkong (about)	Destination
"ALFORD"	5,473	14th Mar., 4 p.m.	Singapore & Bombay.
"KASHMIR"	5,800	21st Mar., 4 p.m.	Marseilles, London & Antwerp.
"SUDAN"	6,700	27th Mar.	Singapore, Penang, Colombo & Bombay.
"DONGOLA"	8,000	4th Apr.	Marseilles, London & Antwerp.
"NAGPORA"	5,283	8th Apr.	Singapore, Penang, Colombo & Bombay.
"NANKIN"	7,000	15th Apr.	Marseilles, London & Antwerp.
"SIOLIA"	6,800	21st Apr.	Singapore, Penang, Colombo & Bombay.
"KARMALA"	6,000	28th Apr.	Marseilles, London & Antwerp.
"KASHGAR"	7,000	5th May	do.
"NYANZA"	6,850	12th May	do.
"NOVARA"	8,097	19th May	do.
"DELTA"	10,941	26th May	do.
"MALWA"	8,093	2nd June	do.
"DEVANHA"	...	9th June	do.

BRITISH INDIA - APCAR. SAILINGS

"TANDA" ... 6,884 ... 3rd Apr. ... Calcutta via Singapore & Penang.
 "JANUS" ... 4,824 ... 8th Apr. ... Singapore, Penang & Calcutta.
 "JAPAN" ... 6,000 ... 17th Apr. ... do.

EASTERN & AUSTRALIAN SAILINGS (South)

"ARAFURA" ... 6,000 ... 6th Apr. ... (Manila, Thursday, Island, Townsville, Brisbane, Sydney & Melbourne).

Frequent connections from Australia with the following—
 The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, The P. & O. Royal Mail Steamers to London via Suez Canal. (San Francisco, etc.)
 The P. & O. Branch Service of Steamers to London via the Cape.
 The New Zealand Shipping Co.'s Steamers for Perth, Sydney and London via Panama Canal.

SAILING TO SHANGHAI & JAPAN

"ARAFURA" ... 8,000 ... 14th Mar., 10 a.m. ... Moji, Kobe & Yokohama.
 "BOUDAN" ... 6,700 ... 15th Mar. ... Shanghai.
 "JAPAN" ... 6,000 ... 19th Mar. ... Moji & Kobe.
 "KARMALA" ... 6,000 ... 24th Mar. ... Shanghai, Moji, Kobe & Yokohama.

All dates are approximate and subject to alteration without notice.
 WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
 Passengers for Hongkong must carry their own Hotel expenses at Singapore while awaiting the ship on carrying steamer.
 First Class Passengers may travel by R.M.S. Company's Steamers between Singapore and Calcutta or Singapore and Madras in the case of their P. & O. Steamer Singapore to Colombo.
 All Cabins are fitted with Electric Fans free of charge.
 Parcels Maximum not more than 2 1/2 ft. x 3 ft. x 1 ft. will be received at the Company's Office up to noon on the day previous to sailing.
 For Further Information, Passage Fares, Freight Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO.

3, Des Voeux Road, Central, HONGKONG.

Agents.

PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers.

For BOSTON and NEW YORK

S.S. "CELTIC PRINCE" ... about 19th March.
 S.S. "SLAVIC PRINCE" ... 31st March.

For Freight and full particulars apply to—

FURNESS (FAR EAST) LIMITED,

Telephone: Central 3165

Telegrams (Furprime)

(Incorporated in Great Britain)

25, George's Building

121

C. N. C. CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATIONS.

For	Steamer	To Sail
SAWTOO & AMOY	"KAYING"	On 14th Mar., 3 p.m.
NINGPO	"CHILLI"	On 14th Mar., 4 p.m.
SHANGHAI	"SZCHUEN"	On 15th Mar., 4 p.m.
SWATOW & SHANGHAI	"SUNNING"	On 16th Mar., 10 a.m.
HOIHOW & BANGKOK	"CHENAN"	On 16th Mar., 4 p.m.
AMOY, MANILA, CEBU & ILOILO	"TEAN"	On 16th Mar., 4 p.m.
SHANGHAI & TSINGTAO	"SCOOHOW"	On 17th Mar., D.L.
WEIHAIWEI, CHEFOO & TIENTSIN	"HANYANG"	On 18th Mar., 4 p.m.
SWATOW, SHANGHAI & FUKOW	"LIANGCHOW"	On 18th Mar., 10 a.m.
SWATOW & BANGKOK	"KIANGSU"	On 20th Mar., 10 a.m.
CHEFOO & NEWCHOWANG	"ICHANG"	On 20th Mar., 4 p.m.

Excellent Saloon accommodation amidships, with Electric Fans fitted. Regular Schedule service four times weekly between Canton, Hongkong and Shanghai, leaving Hongkong Mondays (extending to Fookow), Tuesdays and Saturdays (extending to Tientsin), and Thursdays (via Amoy). Cargo taken on through Bills of Lading to all Yangtze and North China ports. Passengers for Shanghai do not require to tranship at Woosung.

BANGKOK LINE.—Regular weekly service leaving Hongkong Tuesdays to and from Bangkok via Swatow maintained by new "K" class steamers, attractively fitted for passengers, with double and single-berth cabins.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE

Telephone Central 88.

JOHN SWIRE & SONS, Ltd.

CARGO & PASSENGER CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE (John Swire & Sons, Ltd.)

AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINE AND AUSTRALIAN PORTS.

Steamer	Arr. Hongkong from Australia	Leave Hongkong for Sandakan, Manila & Australian Ports.
"CHANGSHA"	14th March	20th March, 3 p.m.

This Steamer's fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-Rooms. A fully qualified Doctor is carried. Stowed Pass. Cargo loaded through to all Australian, New Zealand & Tasmanian Ports.
 For Freight and passage apply to— BUTTERFIELD & SWIRE (John Swire & Sons, Ltd.), Agents.
 Telephone Central No. 84.

STRUTHERS & BARRY

OPERATING U.S. GOVERNMENT SHIPS.

EXPRESS FREIGHT SERVICE.

TO LOS ANGELES AND SAN FRANCISCO
 FROM HONGKONG BY DIRECT ROUTE.

U.S.S. "Dewey" ... Due Hongkong 16th Mar.
 U.S.S. "Elkridge" ... Leave Hongkong 17th Mar.
 U.S.S. "Elkridge" ... Due Hongkong 2nd Apr.
 U.S.S. "Elkridge" ... Leave Hongkong 4th Apr.

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEKLY SAILINGS FOR ATLANTIC SEABOARD PORTS THROUGH BILLS OF LADING ISSUED TO U.S. AND CANADIAN OVERLANDPOINTS.

TO MANILA AND SINGAPORE.

U.S.S. "West Prospect" (to Manila only) ... Due Hongkong 23rd Mar.
 U.S.S. "West Prospect" (to Manila only) ... Leave Hongkong 24th Mar.

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED.

For Full Information Apply to

STRUTHERS AND BARRY,

L. EVERETT,
 General Agent for
 JAPAN-CHINA-PHILIPPINE
 INDO-CHINA-STRAITS & JAVA.
 1st Floor, Queen's Building,
 Phone Central No. 3008.
 G. P. BRADFORD, Res. Agent.

122

PACIFIC MAIL STEAMSHIP CO.

MANAGING AGENTS

UNITED STATE SHIPPING BOARD

EMERGENCY FLEET CORPORATION.

TRANS-PACIFIC SERVICE.

Freight and Passengers.

AMERICAN STEAMERS.

SAN FRANCISCO VIA SHANGHAI, KOBE, YOKOHAMA & HONOLULU.
 Leaves Hongkong. Arrives San Francisco

S.S. "PRESIDENT TAFT" ... Mar. 14th ... April 8th
 S.S. "PRESIDENT CLEVELAND" ... Mar. 20th ... April 20th
 S.S. "PRESIDENT PIERCE" ... April 11th ... May 3rd
 S.S. "PRESIDENT WILSON" ... April 18th ... May 17th

Sailing & Fare Subject to Change Without Notice.

*This Steamer proceeds Homeward via Manila and thence to Shanghai, Yokohama, Honolulu

SPECIAL THROUGH FARES

HONGKONG TO EUROPE

via SAN FRANCISCO and NEW YORK

First Class throughout

LOAN EQUIVALENT OF £120-£112

includes

FIRST CLASS MINIMUM FARE BERTH TO SAN FRANCISCO

First Class Rail accommodations with stop-over privileges

SAN FRANCISCO TO NEW YORK

Accommodations any Atlantic Ocean Steamer.

HONGKONG-MANILA SERVICE.

Leaves Hongkong. Arrives Manila.

S.S. "PRESIDENT CLEVELAND" ... Mar. 19th ... Mar. 31st
 S.S. "PRESIDENT PIERCE" ... April 2nd ... April 4th
 S.S. "PRESIDENT WILSON" ... April 16th ... April 18th

HONGKONG-CALCUTTA SERVICE.

Freight Only

FOR CALCUTTA VIA SINGAPORE, PENANG & RANGOON.
 S.S. "LARK FINDING" ... Mar. 20th.

For full information regarding rates, space, etc., apply to
 PACIFIC MAIL STEAMSHIP CO.
 1st Floor, Queen's Building, Hongkong.
 Cable Address: "BOLANO."
 Tel. Central 141.
 Canton Agents: REISS & CO.

JAPAN COAL

AND GENERAL IMPORTS & EXPORTS

AGENTS FOR—

THE NITSUBISHI MARINE & FIRE INSURANCE CO.

THE OKAKA MARINE & FIRE INSURANCE CO.

mitsubishi shoji kaisha

mitsubishi trading co., ltd.

HEAD OFFICE—TOKIO

No. 14, PEDDER ST., HONGKONG.

